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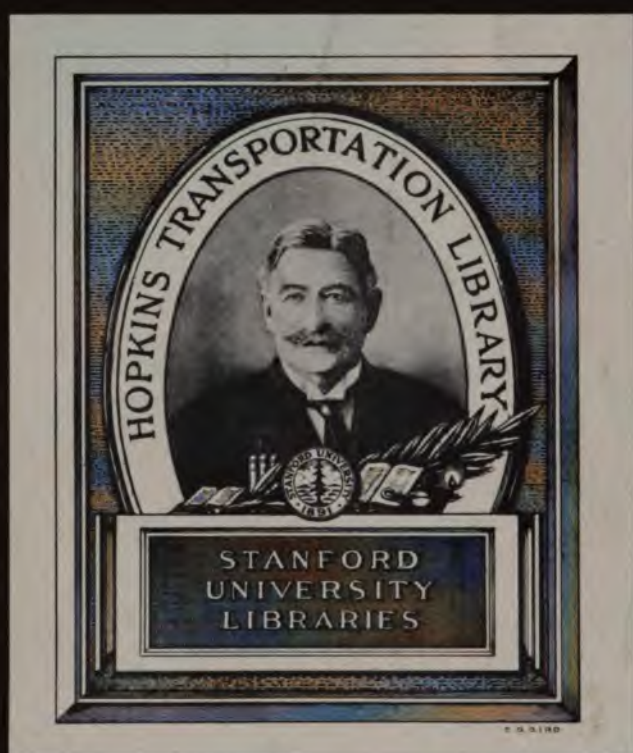
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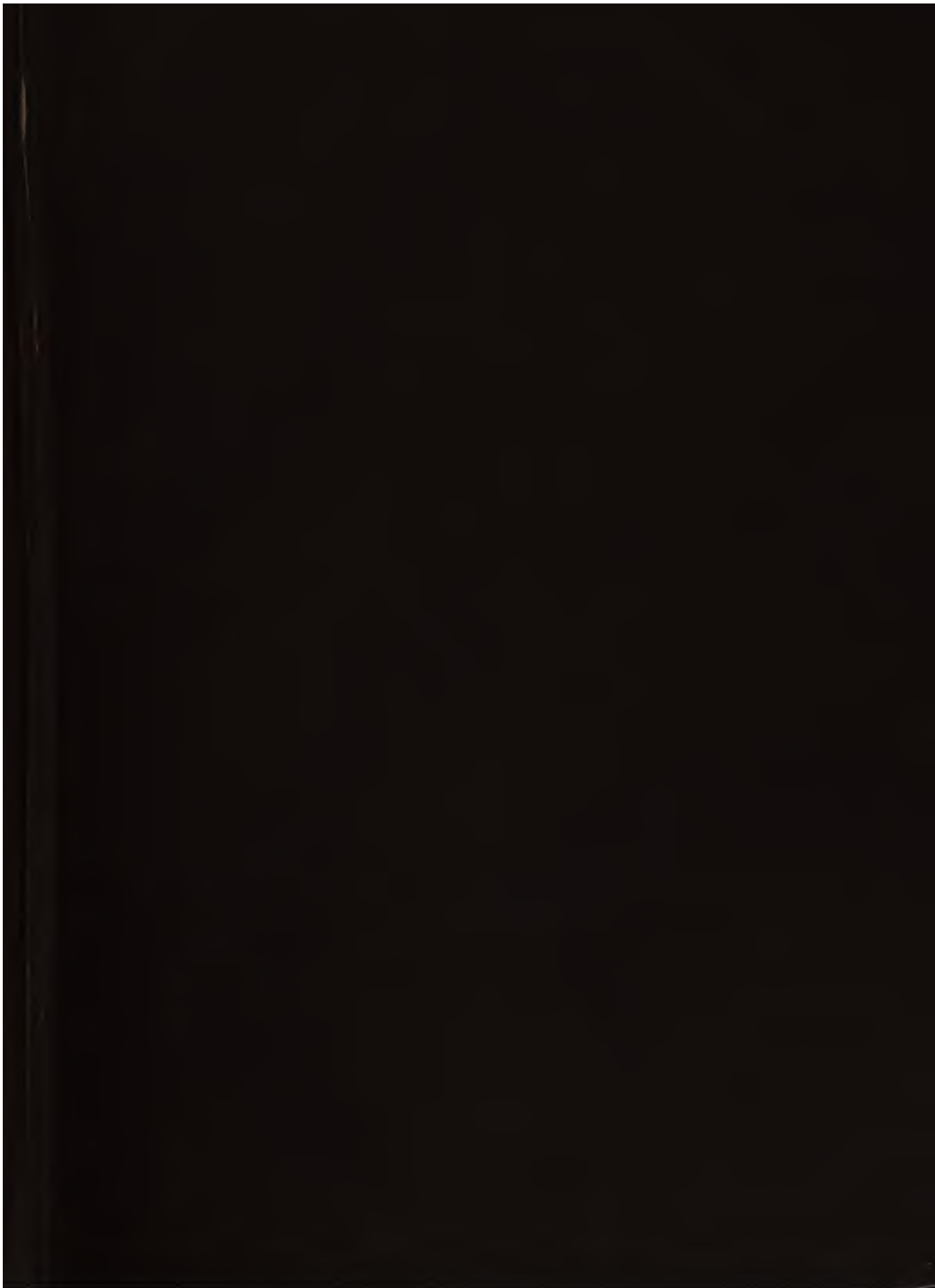
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RAILWAY GUIDE



WITH
POPULAR ROUTES FOR SUMMER & WINTER TOURISTS

PUBLISHED BY

AT SEARS & E. WEBSTER

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ILLINOIS

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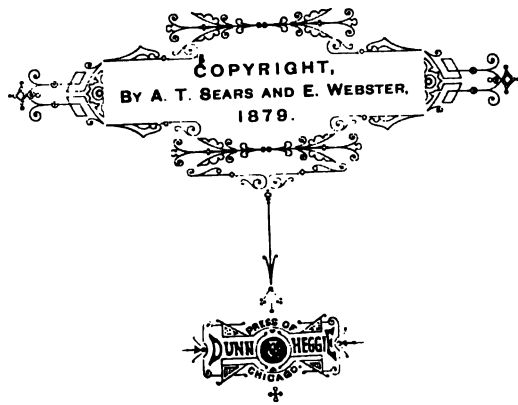
SOUTH

N. WEST.



AT SEARS

CHICAGO



➤:INTRODUCTION.:➤

TO THE PUBLIC:

"Experience is the only school that sends forth proficient graduates, since practice makes perfect."

We do not advance the slightest claim as a recipient of the insignia of perfection, but in presenting our second volume to the public, we indulge a hope that our experience may be most practically illustrated in the following pages by an improvement. In our researches bearing upon the special interest we strive to represent, we comprehend how modest a tribute any publication—however elegantly prepared it may be—is to the magnificent success of the *Railway Transportation System*. We realize most fully its intimate relations with the National weal or woe—which involves individual welfare. Every tangible encouragement this "Universal Exchange" receives, is an aid to prosperity and intelligence, and every effort to circumscribe its facilities, is a blow at the very roots of progressive civilization. In tracing the prominent and reliable Routes, we have endeavored to be accurate, but we have been brief, inasmuch as we might fill a volume for each, in the delineation of advantages and pleasures.

We ask the kindly attention of the reader to the leading and responsible Business Houses we represent, convinced that it will be to the profit of all interested in the several lines of commercial industry we have selected, to consult with them before making trade decisions.

With earnest wishes that our second Publication will be received with the same kindliness that greeted our first, we are

Sincerely,

A. T. SEARS,

EFFIE WEBSTER,

Editors and Publishers.



THE SNOWY RANGE.

REACHED VIA THE KANSAS PACIFIC RAILWAY.

TIME was, when the Old World with its antiquated curiosities; tragic, historic reminiscences and traditional romances; its strange, wierd, wonderments and ruined, age-mouldering, past-haunted abbey, castle and fortress; its golden skies and exotic



CLEAR CREEK CANON.

REACHED VIA THE KANSAS PACIFIC RAILWAY.

laden atmosphere; its fabled old halls filled with artistic glory and heroic story-painted canvas—the Old World *was* the Eldorado of the Tourist, the student of art, the invalid and the society throng that followed the code accepted with rigid propriety.

Tourists have multiplied. The health seekers and the art lovers thirst as eagerly as ever for the treasures each seek, and the "season's" devotees have increased with the growth of the world's people—but the Old World bows subservient to the Young Continent that a few years since was a strange gem "over yonder" in the unexplored seas, as counted by the world's ages of time. There may be found awe-striking *curiosities*. There are grand monuments of the singular and sublime that more than please—they *inspire*. There are, in reality, landscape pictures, some crowded with



GULCH MINING.

REACHED VIA THE KANSAS PACIFIC RAILWAY.

boldness and darkness and storm, others delicately blended with color and shade and shimmering light—and they are painted by Nature, the best teacher in the great Art school. There are castles, but they are of mountain and peak mightiness, rock-ribbed, with domes that pierce the cloud-flecked sky. There are fortresses, but they are hewn and rent as if in mighty convulsion. There is music, but it is the roar of the stupen-

dous cataract or the echo of a thousand mountain streams that like silver threads meet and diverge, and dance, sparkling to add tribute to clear limpid lakes that mirror-like reflect the deep blue of the sky. And there is life and health there. The clear, exhilarating atmosphere seems to annihilate space. Twenty miles over yonder, seems but an hour's walk to the vision, and far-distant objects ask, like the mirage, a speedy investigation. Respiration is free and invigorating, and no sense of weariness steals over brain or body. Existence is a glad blessing. One good lung here is more vigorous and a more solid foundation for continued life than a weak pair anywhere else in the world. This dry, clear, rarified air gives rest and sleep and natural recuperation. The languid and debilitated grow strong. The weak and indifferent grow ambitious, earnest and reliant. Everywhere is a joyous renewal of vital energy. A chilly contemplation of the shroud and the dirge, gives place to rapture and hope. This



SNOWY RANGE—FROM SOUTH PARK.
REACHED VIA THE KANSAS PACIFIC RAILWAY.

expansive arena, that has become the golden Eldorado for thousands of Tourists for various purposes, may be better known as

COLORADO RESORTS.

To the invalid whose eyes brighten with the picture of possible recovery, let us say, nothing can present you with a new pair of lungs if you tarry until the old ones are utterly worn out. Do not accept Colorado as a *last* opportunity, lest there be nothing to repair.

Colorado affords a wide field of enjoyment in her parks. Throughout the State there are plateaux of considerable extent. These are denominated *Parks*. *Middle Park* is one of the most prominent of these mountain locked table-lands. Its average altitude is 9,000 feet above tide, and its mountain walls embrace about 1,900,000 acres. The wild sublimity of the scenery, the contrast between grassy and blossom-sprinkled glades and the evergreens of hills and mountains; the impenetrable



HANGING ROCK, CLEAR CREEK CANON.

REACHED VIA THE KANSAS PACIFIC RAILWAY.

quietude of its forests; its delightful lakes and rivers;—will enhance the pleasure of the Tourist who investigates the glories of Colorado. The girdle of snow clad mountains which environ Middle Park is the culminating point of the Rocky Mountain

Chain. The Snowy Range rises from 3,000 to 5,000 feet above the line of perpetual snow, and here flexes and doubles upon itself. Within this fold lies Middle Park, belonging to the Pacific slope since its waters flow west. Here they begin their journey to the far distant ocean, 'midst eternal ice and snow. Its hot sulphur springs burst from the crevices of an immense rock near the foot of Mount Bross. Near the head of Grand River, lies Grand Lake, its depth unknown. The streams



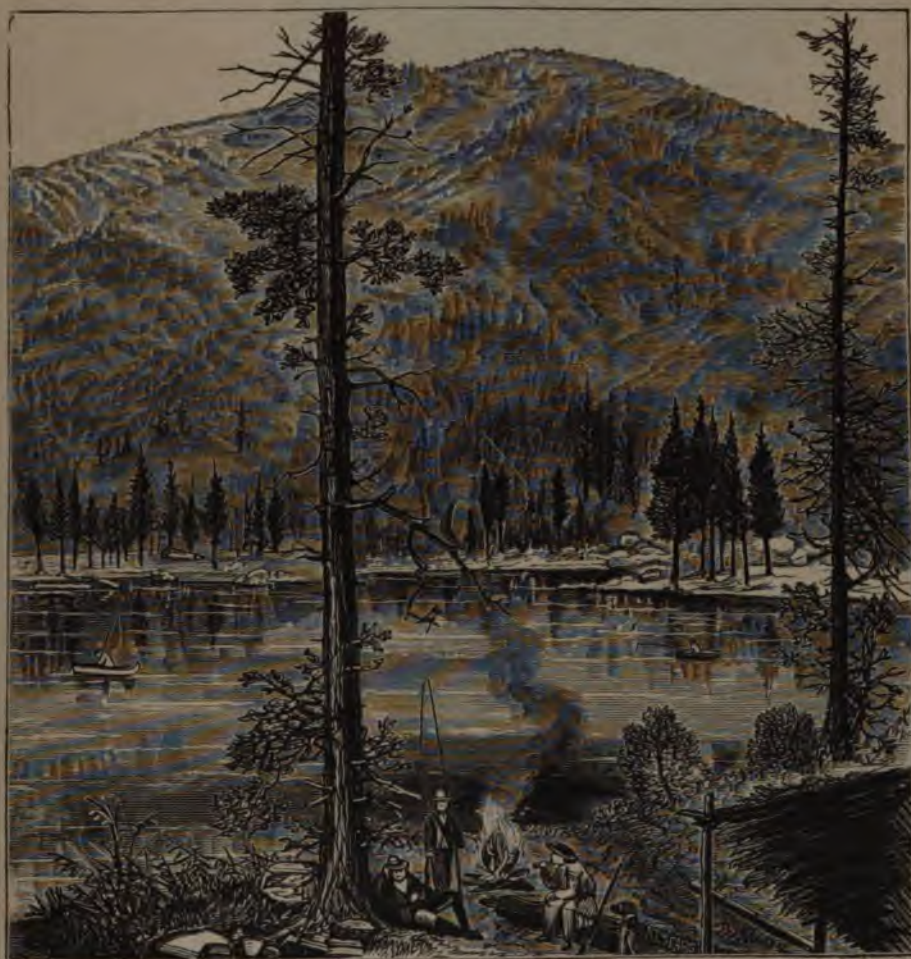
PLATTE CANON.

REACHED VIA THE KANSAS PACIFIC RAILWAY.

and lakes are filled with fish, and the enthusiastic huntsman may seek the coyote and grizzly bear in the forest if he desires to distinguish himself. The "specimen" or "relic" seeker may know that Fossil wood is found in all the Tertiary deposits which cover four-fifths of the park. Fossil palm and Magnolia trees have been recognized. This park is the richest known deposit of the inferior precious stones. Patches of agate, fields of jasper, amethyst, opals, emeralds, chalcedony and silicified wood—

enough to supply the world. There are many surprising natural parks in Colorado which we will not pause to enumerate. We will touch lightly upon *Estes*, however, delightfully diversified by sparkling streams, foaming cataracts, beautiful groves and pensive valleys. We climb Moose Hill to behold the precipitous escarpments of Eight Mile Cañon, austere and silent; crevices and lateral cañons, grotesque grottoes, and snow fed streamlets.

Boulder Cañon deserves especial admiration. The mouth of the cañon is about one hundred feet wide, and the ascent of the cañon walls on either side exceeds but



VIEW OF ESTES PARK,
VIA THE KANSAS PACIFIC RAILWAY.

little 55°. The acclivities are sparsely covered with stunted pine and cedar trees, growing on huge, rocky, angular terraces that jut out all over the sides of the walls. On the top of the wall amongst evergreens, occasionally stands a small pine or spruce tree, blasted by the lightning. The scenery is rugged and wild in every imaginable sense. The creek flows rapidly *through*, not *over*, its rocky bed, for the sharp rocks project in every direction from one to four feet above the water. The water purls and frets and foams, as if in a rage at the obstruction imposed by the rocky barriers. The road and the stream mostly occupy the full width of the cañon, but occasionally a large rock crowds the stream into narrow limits and against the opposite wall; then

there is a little headland, used for turnouts, where ascending and descending teams pass each other. When not so used, these headlands form a nestling place for numerous mountain flowers. Amongst entirely new flora, is a splendid red lily, as large as a cup, (*Lillium Philadelphicum*,) and the most showy of all the mountain flowers, the *Epilobium angustifolium*, forming plots of brilliant, rosy, purple flowers.

Cañon explorations will prove burdened with grandeur. Walls of granite from five to fifteen hundred feet in height, capped with columns, pyramids, domes, fantastic figures—the colors strangely vivid and contrasting, grey, greenish yellow, yellowish pink and black mottled, the kindly clinging lichens here and there plainly visible. Then



GRAND LAKE, MIDDLE PARK.
REACHED VIA THE KANSAS PACIFIC RAILWAY.

there is stubborn *Dome Rock*, 500 feet in circumference and about as high, standing out solitary on the hill, as if it had been rudely tossed there by some enraged "power that is."

Boulder City is situated near the three cañons of the Boulder, designated as the North, Middle and South, three streams flowing through them in an easterly direction. The Middle cañon has a stage route through it, but the other two are not so easily explored. Abrupt walls, diverging in some places but a few feet in a thousand in their dizzy height. Beetling walls of basalt and granite, in many places vividly colored, in others shading into a sober hue, towering 'mid the clouds, and occasionally rent by transverse sections, into which a ray of sunshine never creeps. Now and

again these cliffs meet in an adamant arch, and then recede, forming a delightful valley. Eight miles from Boulder City, at the junction of Middle and North cañon, a terrific cascade rushes with roar and wild echo over a ledge sixty feet high. Depending over this in grim sentinel charge is an immense dome-shaped cliff of barren rock. Beyond this dome may be found the *Netherlands*, and yet proceeding, *Central City* is reached. A stage road leads to Georgetown where all the characteristics of a gold mining section may be seen. Little water-courses in board troughs run up slits in various directions, hills broken by tunnels and claims, mills, furnaces, and other buildings, many of them perched in most improbable places. There are many romantic spots in Georgetown—gorges and ravines intersecting the mountains in every direction. The



BISMARCK GROVE, NEAR LAWRENCE.
ON THE KANSAS PACIFIC RAILWAY.

Tourist should not omit *Green Lake*. Through its crystal waters objects eighty feet below the surface are clearly discernible. This water is of a bright green color, in consequence of a coppery sediment on the rocks at the bottom. Its borders are fringed with pine, while about it clusters peaks, their snows swept by the feathery clouds. *The Garden of the Gods* is situated about half way between Monitón and Colorado Springs. This garden is reached by a road remarkable for an enormous boulder standing on one side, balanced on so fine a point one wonders in terror that it does not fall and crush the earth beneath. The gateway is about a mile distant from this point, and is marked by two high precipitous cliffs, with a large detached

tower standing between them. Beyond is a grand view of Pike's Peak, and the garden abounding with curious rocks.

The longer one remains in Colorado, the more one finds to grow enthusiastic over. Those who care little for grandeur, but much for a "season's gaieties," can be fully satisfied by a round of hops, drives, games, and we suppose we must say "flirtations," at these resorts. The hotels are well kept and afford all accommodations for society's caprices. At many of these resorts the fashionable people congregate, and Colorado is no longer the arena for the venturesome and eccentric traveler alone. It is the great pleasure-field for the world—and there is room to spare! A noticeable feature of these Colorado resorts, is a toning down of those conventionalities which generally render a



MANHATTAN.
ON THE KANSAS PACIFIC RAILWAY.

summer "season" oppressive. It may be, the air has an influence. We have heard it asserted that "Westerners" naturally lapse into social ways that nearer the Atlantic would be termed one of the "improprieties," but we have observed that "Easterners" follow the example with as much zest as a boy escaped for a time from the régime of a regulation code—all the more enjoyable because it isn't just right, and is so delightfully new. They even distance their "copies" and allow the glad impulses of their natures to expand as they chat and laugh and rest and grow rosy and bright. It isn't the best plan to take large or cumbersome trunks to Colorado. A suit for "investigation tours" is a most indispensable accessory. Ladies find that pretty

dresses do very well for hops and fêtes, but a servicable garb is necessary for mountain pleasure. And the boots—let them be substantial.

WHO SHOULD GO TO COLORADO?

Everybody should! The pleasure seeker and the scenic hunter, surely. Those in search of health and rest, certainly. Its recuperating climate, its exhilarating atmosphere, its inspiring sunshine and magical mineral waters cannot be equaled. Consumption, Asthma, Bronchitis, Dyspepsia—ye throngs, take notice!—all ailments, indeed, as well as nervous and physical debility, may hope for full restoration of health and vigor. The action of the climate is strength-building. Its mineral waters are natural means to recuperate the system.

The altitude of Colorado places it above the possibility of malarial poisons. The rarity of the atmosphere demands an increased breathing capacity. The lungs expand to the demand for oxygen, and the dormant energies begin to awaken to new life.



VIEW NEAR FORT RILEY.
ON THE KANSAS PACIFIC RAILWAY.

Colorado is for everybody, and the Kansas Pacific Railway is entirely able to transport them there in security and perfect comfort. The Colorado Tourist will find not only the grandeur and beauty of nature, but all the means of reaching them, and towns with ample accommodations. We may mention *Leadville*, with its population of over 12,000. Eighteen months since, this spot was a reasonable "settlement"—to-day a city with banks, water-works, gas, hotels, &c., &c., and the usual newspapers. And, all this, in consequence of the great mining resources of Colorado! It has been but twenty years since the discovery of gold in the sandy creeks flowing down from the Rocky Mountains, and yet \$82,000,000 of valuable metals have been taken from her treasury. *Denver* instead of being a wild combination of declivities and gulches, is a beautiful metropolis, with all the et ceteras of modern life,—the "*Queen City of the Plains*," the great gateway through which the

intelligent Colorado Tourist and prospect seeker passes on his way to the great fields of wonder and wealth beyond.

To this great center is a strong, safe highway, leading directly thitherward—the great outlet to the Eldorado of the New World, most appropriately denominated

THE GOLDEN BELT ROUTE!

It being the most direct, elegantly equipped, and ably managed, it deserves the cognomen in honor of its own achievements as well as in applause of the country it traverses. Moreover, this line, also known as



KANSAS HOMES NEAR ST. GEORGE
ON THE KANSAS PACIFIC RAILWAY.

THE KANSAS PACIFIC RAILWAY.

Is the only one running through from Kansas City to Denver without change of cars. The luxurious Pullman Drawing-Room and Sleeping Coaches render the journey a home-rest instead of a wearisome jaunt, and the best information is given by the train attendants regarding the "Realm of the West." Through picturesque villages, over prairies bright with waving grasses and grains and wayside blossoms, over boundless meadows and acres of fertility, runs this *Golden Belt Route*, leading to grandeur and magical health springs, to an altitude where Nature manufactures her storm clouds and flashes down upon lakes set like silver gems ten thousand feet in mid air.

The initial point of THE KANSAS PACIFIC—KANSAS CITY—is located at the juncture of the Missouri and Kansas Rivers. It is a city that will never be found bringing up the rear in commercial interests. The main line extends from Kansas

City to Denver—444 miles. *The Leavenworth* and Lawrence Branch extends between the two points, connecting at Lawrence with the main line. The company also controls two important feeders, *The Junction City* and *Fort Kearney, and the Salmon R. R.* Kansas City is built upon Limestone Bluffs. Its 60,000 inhabitants grow prosperous in the full tide of active business. It is a great railway center and consequently an important shipping point. It has numerous elevators, large packing houses, commercial houses, mills, stock-yards, water-works, and ambition enough to propel the world! However, an elegant Pullman Drawing-Room Sleeping Palace carries us westward beside the Kansas River. We pause at Armstrong, noting the company's large machine shops and round-houses, and then fly onward, admiring the oak, elm, walnut and cottonwood beside the river; the orchards bowing low with burdens of fruit; well-tilled farms and pretty homes. We reach BISMARCK GROVE, a tract of 40 acres heavily timbered with oaks and elms. A mile beyond, and we find *Lawrence*, a town of 12,000 people, the seat of the State University—a beautifully located



FALLS OF THE SOLOMON.
ON THE KANSAS PACIFIC RAILWAY.

town and one of Kansas prominence. Onward to view prairie diversified by hills and slopes, passing Perryville, Medina, Newman, Grantville, 68 miles from Kansas City, and we reach TOPEKA, the Capital of the State. The State Building is an imposing structure built of the native stone, a fine, white, magnesian limestone, easily worked, and when seasoned, hard and durable as the Berea or Lamont freestone. It has a population of 10,000. Away to *St. Mary's*, the seat of the "Seminary of the *Sacred Heart*," and a college, and then to Bellevue. Arriving in Wamego, we learn it is one of the largest grain shipping points on the Road. St. George is passed, and *Manhattan* is reached at the juncture of the Kansas and Blue rivers, romantically situated, and the seat of the State Agricultural College. Congress endowed this institution with 81,000 acres of land; 50,000 acres have been sold for \$238,000. Its population is 1,500. Ogden, Fort Riley, Junction City, and Abilene, we now enter the great wheat country developed from *the Great American Desert*. For 300 miles we ride, through a succession of farms. "Rainless Kansas" has blossomed as the rose, and 200 miles

west of the past supposed possibilities of agriculture, 40 bushels of wheat to the acre have been grown, and that without artificial aids. At *Solomon*, the Smoky Hill and Solomon rivers unite interests. Salt Springs abound. Building stone, fine pottery clay and gypsum add to the wealth of the vicinity. *Salina* is the headquarters of the "KANSAS PACIFIC" LAND DEPARTMENT. It numbers 2,500, and is thrifty and energetic. Bavaria, Brookville, Ellsworth, Russells and Victoria, Hays and Ellis, and then Wa-keeney, Collyer and then Wallace, the last important station between Kansas City and Denver.

We have passed over productive, charming Kansas that was once a bleakness.

The great American Desert was once a shivering subject for a dreary winter evening talk, but the great trackless waste has become in a large proportion the garden of the west in fertility. *This great desert* was but a vast *tramping* ground for buffalo, that packed the earth dry and hard, which could sustain but the short buffalo grass, deep of root and remarkably nutritious. The first settlers suffered



HOG BACK, NEAR ELLIS.
ON THE KANSAS PACIFIC RAILWAY.

while plowing this baked hard soil which must have been beneath the surface filled with the nutritious roots ready to burden the soil with rich productiveness. With the turning up of the soil, come the natural atmospheric influences, and the rains followed. Trees were planted and flourished, and Paradise replaced dreariness. And so, year after year, the tide of prosperous settlement verges westward, and the rain advances the same.

"In a couple of years," said an old Ranchman, "We shall be able to raise grain; now we raise stock entirely."

"And why must you *wait* two years?"

"The rain is within twenty miles of us now. It's coming *sure*. It's traveled all the way and we are in its line."

Kansas furnishes perhaps the best illustration of prosperity of an agricultural people. It ranks *first* in the Union as a producing State, and yet but one-eighth of her soil is under cultivation. The *Kansas Pacific*, in one, year carried over 18,000,000

bushels of wheat. The counties lying in the *great Golden Belt* of the *Kansas Pacific*, exclusive of Trego, Graham, Gove, Sheridan, and other unorganized counties, produced 13,335,324, or over 41 per cent. of the entire State yield which was 32,315,361 bushels. *The wheat production of the Golden Belt* averaged 24 bushels to the acre, while the average for the state was 17 bushels. *The immigration into the counties of the Golden Belt along the line of the KANSAS PACIFIC* was 40 per cent. of the entire immigration into Kansas during 1878. The KANSAS PACIFIC now has something like 2,963,054 acres of land for sale in this State—fertile and desirable. Two to six dollars per acre is but a nominal compensation for the best wheat lands in the country.

This great and most desirable highway to the remarkable resorts of Colorado, has the brightest prospects for future prosperity, inasmuch as it is a grand, perfectly equipped railway which traverses an unrivaled country, and leads into the great field of Nature's magnificence, beauty and health.

P. B. GROAT, General Passenger Agent, Kansas City, Mo.

S. J. GILMORE, Land Commissioner, Salina, Kansas.

Those seeking Homes should not overlook Kansas.

With only one-eighth of its soil under cultivation, it produced more wheat than any other State of the Union, and ranks fourth in the amount of corn raised. What more potent argument can be advanced as to the quality of its soil and character of its husbandmen? But it is not alone in the inherent wealth of its soil that Kansas outranks its sister States. In every element essential to successful husbandry, it stands pre-eminent. Its climate is superb, especially throughout the central portion of the State—the “Golden Belt”—while the purity of the atmosphere, the equable temperature; the brevity and mildness of winter; the proper distribution of rainfall; the fine rivers, creeks and springs; the opulence of the grasses; the prevalence of superior building stone; the remarkable adaptation of the soil to all classes of vegetation; the proximity of cash markets and facilities afforded by the Kansas Pacific Railway and its branches for reaching them; the direct communication with Kansas City, the metropolis of the trans-Missouri country, and with Denver, the commercial entrepôt of Colorado; and, quite as important as all, the cheapness of the lands—these and numberless resultant advantages render the Limestone Region or “Golden Belt” of Central Kansas peculiarly attractive to the emigrant, as is shown by the fact that of all the immense emigration to Kansas in 1878, FORTY-THREE per cent. located and purchased lands on the “Golden Belt.” Hundreds of settlers, after locating upon other sections of the West, dispose of their property as best they can and remove to the “Golden Belt,” involving an extra expense which might have been avoided had they gained such information of the relative merits of the various portions of the West as could have been procured *free of expense* by writing to the General Passenger Agent or Land Commissioner of the Kansas Pacific Railway, or by applying to any of its agents. It is as easy to start *right* as to start *wrong*, and far more profitable in the end. The emigration to the “Golden Belt” region is already (March, 1879) assuming immense proportions. Not a day passes which does not bring long trains of people from the Eastern and Middle States, as well as from Canada and the enlightened portions of Europe—all bound for the famous “Golden Belt,” whose wheat fields are already green, and whose wide-sweeping prairies begin to show their vernal tints. This is one of the most gratifying evidences of the prosperity of our nation. The “Kansas Pacific” receives thousands of those seeking this golden section, and others desiring to explore the wonder-lands, via the “Chicago, Rock Island & Pacific” Railroad, which connects with it at Leavenworth, Kansas.

CHICAGO ALTON & ST. LOUIS RAILROAD



UNION DEPOT, KANSAS CITY, MO.

CHICAGO, ALTON & ST. LOUIS RAILROAD AND KANSAS PACIFIC RAILROAD TO COLORADO.

THE GREAT COLORADO LINE FROM CHICAGO.

CONNECTING AT KANSAS CITY WITH THE KANSAS PACIFIC FOR DENVER.

THE transportation system has become about perfect in appliances for all purposes. It has surpassed all human expectations in speed and in safety, but it has not yet attained the great, instantaneous, success reaching by the *intelligence-communication-corporations*. The Colorado Tourist must through other channels, reach the great route that extends from Kansas City to Denver. This is the great central point from which diverge lines of travel in all directions, and to any point in the immense wonder fields of Colorado.

Generally, eastern and northern ramblers reach *Chicago*, and pause before resuming the trip towards the setting sun. Should they not desire an exploration of the city that has in her own ambitious way won a reputation, direct connections can be made with the road above mentioned, which naturally is the one selected from force of circumstances that conspire to render it the *great Colorado route* to Denver in connection with the Kansas Pacific. We cannot say these circumstances have been the result of chance. They are the result of wisdom and the practical utilization of the same. *The Chicago, Alton & St. Louis Railroad has happily been located in the very position that renders it the great highway for Colorado Tourists.* The geographical position, and the direction of its several Divisions, give it a commanding prominence which alone would ensure transportation success. But the Corporation has taken no advantage of thus adding to its revenue, by furnishing inferior equipments that would simply serve the purpose. "Let well enough alone," is very good advice, generally. But like most good rules, it will admit exceptions. And THE ALTON is one of the exceptions. *It is a great natural outlet to summer and winter*



RECLINING-CHAIR CAR OF THE CHICAGO, ALTON & ST. LOUIS RAILROAD.

resorts, as well as a great business thoroughfare between important market points. Notwithstanding these advantages, it has far over-reached the necessities, and even conveniences of a first-class railroad. *It has added all the luxuries.* ITS COLORADO OR KANSAS CITY LINE IS THE ONLY DIRECT AND ABSOLUTELY COMFORTABLE LINE WITHOUT CHANGE OF CARS BETWEEN CHICAGO AND KANSAS CITY. The Corporation has made this Division a specialty in many respects, well aware that the multitudes that will visit Colorado or travel thitherward to locate, will desire reaching their destination as little fatigued as possible, and in the shortest space of time. They have endeavored, therefore, to render it the most popular line to Kansas City, the initial point of the "Kansas Pacific," which proceeds to Denver—and they have succeeded.

A Reclining-Chair Car and a Pullman Palace Sleeping Car run through in the train from Chicago to Kansas City without change. These reclining chair cars are provided with wash-rooms and towels for the convenience and comfort of passengers. One of the greatest annoyances of a journey has been the inability to procure water and conveniences for a refreshing "toilet" without incurring the extra expense of a

"*Sleeper*" or "*Drawing-Room*" Coach. This difficulty "THE ALTON" has thoroughly obviated.

A porter is in attendance, the same as in sleeping-cars, who attends to the comfort of the passengers. Ladies and children, those aged and infirm, receive the most minute attention. It naturally follows that many delicate and nervous persons in quest of health, ride over this line to reach the Eldorado of climatic and mineral invigorating influences. Many of those not so enfeebled as to require the strict attentions of friends, and yet not strong enough to travel alone, find in these Reclining-Chair Cars the same careful consideration they would receive in a Palace Coach. Indeed, the peculiar construction of these chairs render them even more desirable than a "Drawing Room" in many respects. On the *Kansas City* lines of the *Chicago, Alton & St. Louis Railroad*, the Horton's Patent Reclining Chair has been adopted. We call



INTERIOR OF PULLMAN'S DINING-ROOM CAR,
USED ON THE CHICAGO, ALTON & ST. LOUIS RAILROAD.

attention to our illustration. A pivot enables this chair to turn in any direction, and it can be placed in any position, at any angle. When the chair is arranged for sleeping purposes, the upper part of it projects and forms a perfect head-rest or pillow. The feet are also admirably supported. The advantages of these cars, even when not used in a reclining position, are obvious. We may mention, also, the fact that they greatly add to the comfort of local night travel, as well as a comfortable couch for a night's rest, and a refreshing morning toilet.

If one intends pausing during the night, the slumber may be undisturbed by haunting fears that the station might be passed. *The porter is instructed to ascertain the destination of travelers, and to make it a part of his duty that all those who disembark at night be informed in time to prepare their belongings.* Neither pauses this vigilance committee of one, at this point. He sees that the individual properly sets

foot upon the platform of the depot, when the destination is reached. Elegant Pullman Palace Sleeping Cars are supplied and the most sumptuous Dining-Room Cars furnish a meal for seventy-five cents, that is made up of all the substantial and delicacies of the season, served in the most attractive manner by obsequious servants.

The Alton & St. Louis Railroad's new extension from Mexico to Kansas City, is a staunch grand piece of railway track. Its rails are of the best steel, and more than the usual care has been taken with the road-bed. The country through which it passes is not remarkably attractive, being marked by small towns and those not particularly enterprising. The corporation has obviated in a large degree this monotony. They have adopted an entirely original method that not only enhances the pleasure of travelers, but adds greatly to the importance of the towns as well as to their attractiveness. THE ALTON thus proves how valuable is a wise railway corporation, to the country through which it passes. This new project is the building of pretty, rustic



INTERIOR OF PULLMAN'S PALACE SLEEPING COACH,
USED ON THE CHICAGO, ALTON & ST. LOUIS RAILROAD.

depots at the stations, so quaint and lovely, with an oriental tinge and even artistic air, that leaving the first, one begins to wonder what the second will be, and the conjecture is kept up to the very last. Everybody knows, who has traveled through the State of Missouri, that these towns become wretchedly monotonous with the usual little shed that serves as a shelter, the usual number of train-men, and the usual number of small boys that thereabout congregate. THE ALTON deserves the earnest gratitude of the public for thus strewing the pathway to Kansas City through Missouri with these bright spots.

This Road has won the appropriate title of THE SHORT LINE, inasmuch as its trains are fast and the distance shortened also.

The Chicago, Alton & St. Louis, in connection with the "Kansas Pacific," via Denver, is not only the great Colorado line, but it is also a great outlet to various

parts of the country, as will be seen by reference to our map. Its general offices are located in Chicago. Its depot is near Madison street bridge on Canal street, easily reached from the business portion of the city, by means of street cars—or a few minutes of brisk walking will accomplish the same purpose. What we have stated regarding the superior equipments of the KANSAS CITY or COLORADO LINE OF THE CHICAGO, ALTON & ST. LOUIS RAILROAD, may also be applied to the other Divisions. The fact is, all of the Alton Railway is just as excellent, reliable and well managed as it is possible for a railway to be. *The St. Louis Line* has long since founded its popularity upon its practical and superior system, combined with magnificent rolling stock and the smoothest of smooth tracks. It is well known that this corporation runs



THE LINCOLN MONUMENT, SPRINGFIELD, ILL.
REACHED VIA THE CHICAGO, ALTON & ST. LOUIS RAILROAD.

some of the most magnificent Pullman Coaches manufactured, and that the general make-up of its passenger trains correspond with this truth.

NO OTHER LINE RUNS A NIGHT TRAIN AS WELL AS A DAY TRAIN BETWEEN CHICAGO AND SPRINGFIELD. Between Chicago and Springfield a special Pullman Palace Sleeping Car is run for Springfield and way travel also. On arriving in Springfield, the car is quietly left on a side track, and the passengers may peacefully complete their night's rest, arising at breakfast time, and departing their various ways.

It is the only line between Chicago and St. Louis owned, controlled and operated by one company.

Leaving Chicago, the Alton road runs southwesterly, through a well settled country, through many thriving and growing towns until Joliet is reached where if one

is inclined to investigate the examples of "good men gone astray," or mistakes made through force of circumstances, or from natural impulses—the opportunity is here afforded. For our part we prefer to wander about the town, if we have the time, and we shall be amply rewarded if we do grow somewhat weary. From Joliet, the Alton road branches to *Streator* and *Lacon*. If the reader will glance over the map, it will be more accurately discovered that the road possesses a network of lines of its own, in this part of the country besides connecting with others that diverge in all directions. Let the reader also glance over the continued great lines of THE ALTON, and trace its connections with all the parts of the United States.

From Joliet the St. Louis Division runs southwesterly, through Elwood, Wilmington, Braidwood, Braceville, Gardner and *Dwight*, where a branch line of the Alton extends to *Streator* and thence to *Lacon*. From *Dwight*, on the St. Louis Division the road maintains a steady southwesterly direction through fertile lands until *Bloomington* is reached, where the road diverges into two great lines, in a southwesterly direction, the one reaching *Springfield*, the capital of the State, and then continuing to *Alton* and from thence to *St. Louis*. The other line from *Bloomington* extends to



Jacksonville, thence to *Roodhouse*. A track connects it at *Alton* with the *Alton and St. Louis Division*. From *Roodhouse* the road takes a more westerly direction, this being the *Kansas City and Colorado Division*. At *Mexico* a branch runs to *Jefferson City*, while the main line progresses westward to *Kansas City*.

The *Alton & St. Louis Railroad* is also a leading outlet from the south to the noted summer resorts of the northwest. Arrangements can be made for through Tourist rates to any of the delightful retreats of Wisconsin or Minnesota, and indeed to all points of the great northwest. During the season, special inducements are offered to southern residents, thus enabling them to reach the delightful summer climate of the north. Full information may be obtained at the company's offices in Chicago or St. Louis, or any agent of the road will gladly answer all questions relating to the same.

It is easily comprehended that the Alton has important connections in every direction. To the people of the South it has ever been a material aid, inasmuch as it has encouraged travel northward during the oppressive season. Rates have been placed at such low figures that it is in the power of all to escape malarial affections and the debilitating climatic influences that prevail in those sections. It is, moreover, a convert

to the belief that enterprise is best propagated by following example rather than precept, and places it at the discretion of those beyond the extreme south, to investigate other localities than their own. The Alton leads directly to the great North-Western Resorts, that will be found delineated in other pages than these.

THE ST. LOUIS DIVISION

Of the Chicago, Alton & St. Louis has been popular ever since the corporation laid its steel rails in that direction. From Chicago we trace our way through many towns.

Leaving Joliet, we encounter the stone quarries that furnish a vast quantity of elegant building material to many parts of the Union. Some of the most magnificent government and public structures are of this stone. The quarries have already been extensively worked, but they have yet in reserve vast resources. The country beyond is luxuriant in fertility of soil. The fields, the meadows and the lawns are well kept, while the farm homes evince thrift and enterprise. This part of the state was originally settled by the French, who gradually became incompatible with the "Indian policy" of those days, and removed. Some of the old French settlements are entirely obliterated—a mound or a stone being the only relic of the past. The beauty of the country and the productiveness of the soil soon attracted a second band of frontier settlers, who made peace with the Indians when they could, and battled when amicable terms could not be made mutually agreeable. This entire section was the field of Indian warfare. The low hills stretch far to the westward, with shrub-tree groves and now and again a dash of forestry between. There are sparkling, singing, creeks fringed with drooping bushes, and made delightful with creamy water lilies and water grasses. The wild flowers spangle the pastures with brilliant colors and nestle confidently at the base of the trees. The bright leaves of the wild ivy glisten and flutter as we pass, striving to cover the blighted old tree that has bowed its head and died under the fiery touch of the lightning. Through a number of good-sized towns and some small ones, and we reach *Bloomington*, the city of culture and business ability. It is a good place to live. It has fresh air and kind people. It has opportunities and charity for those who attempt to make the best of them and fail. We hasten away to find the land expanses more broken, the hills somewhat higher and the trees more numerous. We are even delighted with abrupt changes and although they are not awe-inspiring, they are pleasing and the journey is not tinged with a shadow of monotony. *Bloomington* is reached in due time, and we glance out upon metropolitan life. The people are evidently well versed in all the et ceteras of a properly regulated existence. It is not much in itself—this accessory of the customs and habits of the world—but it is a guarantee that the inhabitants have traveled—and over *The Alton* we believe, in the main. Away we ride, through many goodly sized towns and over fine landscapes, arriving in *Springfield* where the laws are manufactured that govern this staunch State of Illinois. It has all the appearance of a legal, considerate, serious and solid town, befitting the high tribunal of a capitol. We can see the building devoted to this high office from our car window. *The Alton* is the only road that reaches Springfield *directly* from Chicago, the track owned, operated and controlled by one company.

This road has proven its ability to render its patrons thoroughly comfortable. It has also proven its reliability. That is, the train is not given to such wayward freaks as skipping off the track and executing eccentric performances in the fields

which may be a change and a diversion to the engine, but a questionable proceeding for the passengers. It is a sober, solid train, giving assiduous attention to its own affairs, of which it has quite enough to occupy its time. THE ALTON is prominent for the vast amount of business it transacts, and has small space for any other.

As we sat in our elegantly upholstered seat, we were entertained by the expressions of some "Eastern" people regarding this great West. They were surprised to find, instead of a semi-barbaric class of beings, and the rudest of huts for dwellings, cultured people and charming homes. It is one of the great wonders of our meditative lives that all the world's people who can read and write, are not aware what a prosperous land is this "near West" that they insist in placing beyond the very limits of a civilized christendom. But we turn our attention again to the country about us. Here we are beside a broad and rapid stream, its banks almost beach-like, with a



LOUISIANA BRIDGE, OVER THE MISSISSIPPI RIVER,
CONSTRUCTED BY THE CHICAGO, ALTON & ST. LOUIS RAILROAD.

supply of fine, white sand, over which grows the willow and cottonwood. Beyond is a beautiful scene of flowery plains and sloping uplands, diversified by groves and clumps of trees and long screens of woodland. Anon, we rode by sluggish brooks, whose feebly trickling current just served to link together a succession of glassy pools imbedded like mirrors in the quiet bosom of the forest, reflecting its shimmering green foliage and scraps of clear azure sky.

Onward again, this time pausing at *Alton*, and then away to East St. Louis. If the reader will observe, it will be discovered THE ALTON DIVISION TO ST. LOUIS IS A DIRECT COURSE. There are no twists and turns and doubling up over other routes. Its trains start fair and square from Chicago, traverses its way in the same manner, always arriving in St. Louis in the best condition—as do the fortunate who understand, and look before setting out for their destination.

Connections of the Chicago, Alton & St. Louis Railroad.

CHICAGO, with Chicago & North-Western; Chicago, Milwaukee & St. Paul; Pittsburgh, Ft. Wayne & Chicago; Lake Shore & Michigan Southern; Baltimore & Ohio; Michigan Central; Pittsburgh, Cincinnati & St. Louis; Chicago & Pacific.
 JOLIET, with the Chicago, Rock Island & Pacific; Chicago, Pekin & South Western.
 DWIGHT—Junction of Main Line and Western Divisions of Chicago & Alton.
 STREATOR—Chicago & Paducah; Chicago, Pekin & South-Western.
 WENONA—Illinois Central.
 WASHINGTON—Toledo, Peoria & Warsaw.
 PADUCAH JUNCTION—Chicago & Paducah.
 CHENOA—Toledo, Peoria & Warsaw.
 NORMAL—Illinois Central.



ST. LOUIS BRIDGE.

CHICAGO, ALTON & ST. LOUIS RAILROAD.

BLOOMINGTON—Lafayette, Muncie & Bloomington; Junction of Main Line and Jacksonville Divisions Chicago & Alton; Indianapolis, Bloomington & Western.
 ATLANTA—Illinois Midland.
 LINCOLN—Indianapolis, Bloomington & Western; Pekin, Lincoln & Decatur.
 SPRINGFIELD—Illinois Central; Ohio & Mississippi; Springfield & North-Western; Wabash.
 SPRINGFIELD JUNCTION—Wabash Railroad.
 VIRDEN—Jacksonville, North-Western & South-Eastern.
 BRIGHTON—Chicago, Burlington & Quincy.
 GODFREY—Junction of Main Line and Jacksonville Divisions of the "CHICAGO, ALTON & ST. LOUIS."
 ALTON—Indianapolis & St. Louis.
 EDWARDSVILLE JUNCTION—Wabash Railway.
 EAST ST. LOUIS—Cairo & St. Louis.

ST. LOUIS—St. Louis, Kansas City & Northern; St. Louis, Iron Mountain & Southern; Missouri, Kansas & Texas; St. Louis & San Francisco; Missouri Pacific; St. Louis & South-Eastern; Cairo & St. Louis Short Line.

MINIER—Illinois Midland.

DELAVAN—Pekin, Lincoln & Decatur.

MASON CITY—Indianapolis, Bloomington & Western.

PETERBURG—Springfield & North-Western.

ASHLAND—Ohio & Mississippi.

JACKSONVILLE—Peoria, Pekin & Jacksonville; Wabash.

ROODHOUSE—Junction of Jacksonville Division and Extension to Kansas City.

WHITEHALL—Chicago, Burlington & Quincy.

LOUISIANA—St. Louis, Keokuk & North-Western.

BOWLING GREEN—St. Louis, Hannibal & Keokuk.

MEXICO—St. Louis, Kansas City & Northern.

JEFFERSON CITY—Missouri Pacific.

CENTRALIA, N. MO.—St. Louis, Kansas City & Northern.

HIGBEE, MO.—Missouri, Kansas & Texas.

GLASGOW, MO.—St. Louis, Kansas City & Northern.

HIGGINSVILLE, MO.—Missouri Pacific.

INDEPENDENCE, MO.—Missouri Pacific.

KANSAS CITY—KANSAS PACIFIC RAILWAY, *which with the Chicago, Alton & St. Louis makes the great through route from* CHICAGO TO DENVER AND COLORADO RESORTS. Atchison, Topeka & Santa Fe; Kansas City, Fort Scott & Gulf; Kansas City, Lawrence & Southern; Kansas City, St. Joseph & Council Bluffs.

Round trip tickets may be procured to Denver, Nashville, Little Rock, Hot Springs, Chattanooga, Atlanta, New Orleans, Savanna, Charleston; Jacksonville, Fla.; Pensacola, Fernandina, Fla.; Nassau, N. P.; Havana, Cuba; the principal points in Texas, &c., &c.

Officers of the Chicago, Alton & St. Louis Railroad.

T. B. BLACKSTONE, President, Chicago.

W. M. LARRABEE, Secretary and Treasurer.

J. C. McMULLIN, General Manager.

O. VAUGHN, Assistant Superintendent and Train Master, Bloomington, Ill.

A. M. RICHARDS, Division Superintendent.

C. M. MORSE, Division Superintendent, Jacksonville, Ill.

JAMES CHARLETON, General Passenger and Ticket Agent.

J. SMITH, General Freight Agent.

J. M. OATES, General Traveling Agent.

A. DRYSDALE, Traveling Agent.

FRANK HIGH, Traveling Agent, Kansas City.

Distances of the Alton.

Chicago to St. Louis—283 miles.

Chicago to Kansas City—487 miles.

Chicago to Jefferson City—375 miles.

Chicago to Washington—145 miles.

Chicago to Lacon—127 miles.

We observe that the platforms of the cars of "*The Alton*" are so close together that the danger of falling between the cars, is overcome. This same dovetailed method precludes the possibility of "telescoping," which adds so alarmingly to the horror of accidents. But the "Alton" guards against these circumstances.

The fare via *The Chicago, Alton & St. Louis Railroad* is always as low as that of any competing line.

Its equipment is always kept abreast with the improvements and inventions of the day. For comfort its day coaches are unexcelled anywhere, and seldom equalled. Its palace drawing-room sleeping cars are the best in every sense that can be procured for money, and are as well served as years of experience could possibly provide. Its Dining cars are provided with all the improvements necessary to render them attractive and comfortable. An experienced caterer has charge of the tables, and a luxury of the season is never omitted. The road has gained a wide reputation for the courtesy of its employés. Some people are nervous when they travel and require some attention that may not be quite necessary, but nevertheless desired. *The Alton* is patient. It cares for the weak and allays the fears of the timid. The train officials are also always ready to impart any information regarding the country the train traverses.

Sydney Smith said: "No enjoyment, however inconsiderable, is confined to the present moment. A man or woman is happier for life for having once made an agreeable tour, or lived, for any length of time, with pleasant people, or enjoyed any considerable interval of innocent pleasure. I apprehend that a knowledge of the leading features of country over which one travels; of the absolute and relative status of its various communities and of their future prospects will materially enhance the value and therefore the pleasure of any tour, in the eyes of all intelligent travelers."

"The traveler who returns from a pilgrimage through Egypt will probably be asked if he saw the Pyramids, Thebes, Karnak and the Second Cataract; if his wanderings took him to India, did he stand by the Holy River; look upon the Taj at Agra; or stand with uncovered head before the high towering Himalayas; If to China, did he walk upon the Great Wall; eat mice or see a malefactor beheaded." But if he journey through Illinois which so far as progress and civilization is concerned, outranks the lands of Pharaoh, Brahma and Confucius, the inquiries will certainly be, did he observe the great wheat and corn fields, does he bring valuable information from this land of sunshine and promise? This information is, that people live well, thrive and lay aside something for that inevitable "rainy day," that must come to all. The length of the "Chicago, Alton & St. Louis" Line, is a continuation of prosperity for poor men, advancement for the comfortable and added wealth for the rich.

The Alton furnishes transportation for everybody. One finds among one's *compagnons de voyage*, representatives of all pursuits, from all parts of the Union, from Europe, and, perhaps from the land of Ah Sin, with their almond eyes and long queues; the bustling man of business, the cattle trader, with his immense sombrero, returning to his rancho which we shall pass on the prairie; the land-seeker eagerly scanning the country on either side; the health-seeker who shall soon feel the new impulse which the pure air from the mountains gives; folks bent upon pleasure well stowed in their seats, with maps, guides, books, papers, and wraps close at hand; ladies and children traveling alone, yet as free from all timidity, or reasons for it, as though seated at their own firesides. In short, forgetting all differences in the common pleasures of traveling, and all enjoying themselves in their own ways, and having their various wants attended to by attentive, yet unobtrusive, officials.

RAILROAD LINES.

Denver



CHICAGO Rock Island AND PACIFIC RAIL ROAD.



CHICAGO, ROCK ISLAND & PACIFIC RAILROAD DEPOT,
AT THE HEAD OF LA SALLE STREET, ON VAN BUREN, CHICAGO, ILL.

A Prominent proof in Chicago that the "Rock Island" road has a just appreciation of the comfort and security of its patrons is the massive and well arranged depot at the head of La Salle Street, on Van Buren. The building is the most elegant and the most perfect in its appointments of any devoted to the railway interest west of New York. Its masonry is staunch, its architectural design elegant and dignified. The

dome conspicuously exhibits an enormous four-dial clock that is as unwavering in its time record as the road in its schedule of "making stations to the second." The corner towers are appropriately embellished, while over all, on gala days, floats the loyal stars and stripes. Passing the massive supporting pillars and arched portal of the Van Buren street entrance, we found ourselves in a wide hall leading into the grand train arena. Here may be found the various rooms allotted to depot purposes. Those arriving in the city and desiring to pass intervening hours between trains, will find every convenience, including a dining and lunch apartment. However, the building is centrally located, and one may seek a hotel, or attend to business, without any fear of missing the train, if a reasonable time be allowed.

The train was well made up when we mingled with the throng that pressed toward the wicket gate, and individually gave the necessary pass word. It was a long train, made up of solid looking cars, the passenger coaches being particularly bright and cleanly without, as if well kept. We have a peculiar dislike to starting out on a journey in a weather bedraggled coach. Somehow, it has the appearance, to us, of a bad system of *railway housekeeping*—but in this respect the "Rock Island" has secured an eminent standing of sterling proficiency, which we proposed to test in our usual critical manner. The car we entered was certainly a rare beginning. Rich and elegant in upholstery, with seats of remarkable ease, and wood finishings of highest polish and inlaid designs. All glare of color and medley of striking combinations that grow irksome and wearisome to the eye, had been omitted, and delicate blendings and harmonious fittings substituted. We had given a keen glance from engine to the very last platform to discern, if possible, a shabby or patched up portion in the entire train—perhaps from force of habit as much as from a natural admiration of this grand achievement of mechanical skill. The exterior had been a source of gratification to us, and we were therefore not at all unprepared for the inviting interior. We stowed our small belongings away—for like the veteran Rambler we travel lightly, burdened with the *et ceteras*—and settled ourselves for the purpose of securing the full pleasure and benefit of traversing THE GREAT LINK WHICH THE "CHICAGO, ROCK ISLAND AND PACIFIC" FORMS BETWEEN THE ATLANTIC AND PACIFIC COASTS. Continuously rings the bell as we glide through and out of the city, gradually increasing in speed as we leave the busy haunts of man and seek the more open country.

Here at the "Rock Island" shops—for our own convenience and the reader's economy of time, we frequently use the abbreviated name by which this popular route is known—they are delving from morn until eve to meet the requirements of this active corporation.

Away again, over the verdure-clad earth, arriving in that charming suburb, *Englewood*, where the fortunate enjoy the free privileges of a rural life, coupled with the convenient luxuries of a city. The sun rises clear and brisk, shining over elegant residences, sloping lawns with floral decorations—its very light rife with the music of happiness and contentment. Washington Heights, of scholastic dignity, is next reached by our speeding train. Here youthful soldiers graduate at the Morgan Park Academy; theology is learned as adapted to use; the maidens of the land are led through the paths of literature and science, and the people wax wise and critical. The hills rise peacefully over yonder, crowned by forestry, through which as we glide away, we catch a glimpse of a band of children with their aprons filled with trailing vines and wild flowers. *Blue Island* comes somewhat more sharply upon us, with its abrupt hills and sudden cuts and defiles, the latter in clayey contrast with the grass-draped sides of the former, with here and there a cluster of venturesome trees.

Up the rising country, through Bremen, Mokena, New Lenox—and JOLIET, with its shivering prison reputation, welcomes us. This impression somehow fades into admiration as we enter the city. We see no haunted faces and "stern necessity" depression—the people are hurrying hither and thither, silvery laughter comes to us through the open window of our car and the hum of the world's strife grows deeper and deeper as we sweep—ah! is it though a park? Verily, a railroad seldom has this right of way. From this point, away over yonder, we catch a glimpse of the grim mansion of *Justice and Law*.

From this point, we verge into the most charming and picturesque scenery. Illinois can boast of uplands and rolling plains, of slopes, and all the *gentle* scenic effects, but the awe-inspiring and wonderful, she has in the main, omitted. We believe, however, that the ROCK ISLAND has the advantage over most of the overland routes east and west, in this respect. She passes through a diversity of attractive scenery, relieved of what may be called the beautiful pastoral undulations of the west, by abrupt eleva-



TUNNEL ON THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD, NEAR LA SALLE, ILL.

tions and gorges, a combination of the grand and lovely that is positively striking to those who have passed over other lines.

Going out of Joliet and leaving her cultured inhabitants behind us, we pass through the inexhaustible stone quarries that form a source of wealth to this county. Beyond this, we have on one side waving fields of grain ripening for the harvest, and on the other, low wooded hills, with an occasional bluff and sharp defile.

Minooka blinks lazily in the sunlight as we come shrieking up to her depot, scarcely startled. But a few miles further and we forget the little town that rests too much, in a wide expanse of evident prosperity. The orchards heavy with promises of a golden fruit harvest, the farm house betokening a full return for agricultural pursuits. We notice the rustic bridge over the smart little creek, surrounded by natural grassy terraces, its shores bordered with pebbles that all day long listen and wait for the ripple of these bright waters. Away again, through long slopes of grassiness, broken by cliffs, the wooded acres beyond forming a dark rich background. *Morris*

is an ambitious little town with much aspiration and sound common sense. *Seneca* is cosily nestled in the hills, followed by *Marseilles*, and the bland town of *Ottawa* where the people live and die, believing firmly in the strength of its own fair resolutions. It is prettily situated and transacts a reasonable business, and is withal, a town of which the State may be proud. Utica makes few pretensions, resting peacefully in exuberant verdure, and leaving the out-cropping of the romantic and even grotesque to La Salle, Peru, and their vicinity. The Tourist will here find many points of interest. A strip of wild wood curiosity seems to have somehow drifted hitherward.

Starved Rock designates a wierd spot about six miles east of La Salle. It is a perpendicular mass of lime and sandstone, rising from the margin of the Illinois river to a height of more than one hundred feet, with a slope extending to the adjoining bluff, from which only it is accessible. Tradition reports that it is intimately associated with the final extinction of the Illinois Indians. It adds that a much haunted band was pressed to this point by the northern tribes, where they found it an easy process to guard the one avenue and beat back their foes, but at the same time cut off from all sources of provision and sustenance. To obtain water they lowered vessels to the river by means of bark ropes which their beseigers managed at the foot of the cliffs in their canoes, to cut off. The dusky-faced warriors decided to die upon their barren fortress rather than submit. Hence the name.

About five miles from La Salle, DEER PARK gives the sight-seeker a full opportunity to indulge his enthusiasm. It can be explored its entire length by carriages. It is over a quarter of a mile long, 100 feet deep and from 50 to 100 feet wide. The park is a gorge worn by the action of the water in soft sandstone. Its entrance is near the Vermillion river. There is a sparkling delicious spring at the further end of the park, pure and cool always—visited during the summer season by hundreds of pleasure seekers. The name is derived from the shrewd practice of the Indians of driving their deer into its mouth, and having no place to escape, they become an easy prey.

One mile east of La Salle, is the romantic and sublime rock and soil cliff, through which the ROCK ISLAND has tunneled. Its sides present the resolute strength of an old-time fortress, its grim austerity relieved by patches of shrubs, that gradually grow bolder as they climb summitward, until the extreme height is covered with forestry that flaunts back the sobs of the night wind like the wails of restless spirits. The shadows deepen until we are suddenly plunged into darkness, to verge by and by into the divine summer shine again, flying towards *La Salle* which has, as may be inferred, the satisfaction of rejoicing in a dashing bit of natural attractiveness. And then De Pue and Bureau, Tiskilwa, Pond Creek, C. B. & Q. Crossing, Sheffield and Mineral, Annamon, Atkinson, Genesee, Green River, Colona, Carbon Cliff, Port Byron Junction,—all active dots of congregated humanity, and through as magnificent a country as nature has created. An extended luxurious garden, varied by forest and cliff, valley, hill and defile. Nothing is contracted or stinted. Everything is luxurious, flanked on either side by glowing landscapes.

Much of our pleasure is due the road we are traversing, however. The courteous attention we have received, the absolute comfort of our surroundings, the smoothness of the track, the modern appliances for safety assuring us of security.

THE ROCK ISLAND is a sturdy believer in *precaution*. It is a devout follower of the principle that prevention is better by far than the best efforts to rectify mishaps and mistakes. It goes beyond the balancing of a cash stipulation and a dislo-

cated spine; the cost of a broken car and demoralized engine, or the extra care and expense in keeping a sentinel watch over track and train and bridge. It realizes that for some railway mishaps there is no *cure*. That however much it was all a mistake, the result may be hopelessly, dismally *fatal*. Knowing that THE ROCK ISLAND ACTS upon this element of its doctrine, as well as believing it, we are not nervous or anxious. We were aware before we began our trip that it possessed a track the smoothest, every rail tested; bridges, the strongest; engines, the most perfect; coaches, the safest; every hand controlling the great power, the firmest; and the heart of the master of this monarch of the rail, the engineer who listens and rests not on duty, *the bravest!*

We must confess it! that the elegant dinner has kept us good tempered as well as appeased the appetite the pure, exhilarating, transparent atmosphere gives us. The Company has furnished most elegant Dining and Restaurant Cars at an enormous



THE BRIDGE OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD
OVER THE MISSISSIPPI RIVER, AT ROCK ISLAND, ILL.

expense, where all their patrons can secure an epicurean feast for seventy-five cents, or buy whatever the fancy prompts.

Appreciating the fact that at the present time the public demands convenience and luxury in their traveling expeditions, the corporation has also fitted up sumptuous palace cars for sleeping purposes. Thus the patrons of the road are enabled to journey between Chicago and Council Bluffs, Leavenworth, Atchison, or intermediate points, at their ease and without change of cars. The corporation likewise endeavors to secure the services of efficient and courteous employés.

But here we are, in the important river town of Rock Island, settled by the true-hearted of the State and closely allied to Western history. Indeed, we will pause in our description, sweeping over this dizzy Mississippi bridge and alighting in Davenport, the city of solid worth—for the purpose of a ramble over the three river towns, and the blooming Island set with a national signet.

The bridge trip affords a fine view of the Island, the river, the towns. The structure is one of the grandest achievements of bridge construction ever perfected.

The total length is 1,550 feet and 6 inches, divided into five spans and one draw, 368 feet in length. There is also a shore span at each end to carry trains over the approaches to the bridge wagon road. The draw is double, resting on a center pier, and gives when open, clear water ways of 162 feet each. The superstructure of the main bridge is a double system of whipple-truss, with vertical main posts, and has two decks. The wagon road is on the lower, and railroad on the upper deck. The clear height between the wagon road and the upper deck is twelve feet and six inches. The clear height between the rails of the railroad and the top bracing, is seventeen feet. The total height of the truss from the top of the piers to the top bracing, is thirty-seven feet and two inches.

The settlement of the towns of Moline, Rock Island and Davenport are directly connected with the history of the island. *Rock Island* bears evidence of an early frontier town, its old weather-beaten square cottages contrasting vividly with its modern and palatial residences. Its handsome business blocks marking the wide difference between its yet preserved *general merchandise shops*, and its veteran historians of early times, walking side by side with full fledged samples of mortals of the period. It has one of the finest hotels in the state—THE HARPER HOUSE, and is active in business. But *Moline*, just over there, is the most lively, industrious, wide-awake, manufacturing, busy bee-hive on the river. It is simply a wonder. Its manufacturing interests sum up enormous amounts of money, while its products are even more astonishing. DAVENPORT, Iowa, contains some of the prominent offices of the ROCK ISLAND RAILROAD. The land upon which the city stands belonged to the Indians until 1832, when Gen. Winfield Scott made a treaty with the Sac and Fox tribes, which vested the claim with the government. The place was named in honor of Col. Geo. Davenport. It is a well built, handsome city of over 25,000 population. Its streets are admirably laid out, its houses elegant and cozy, its public buildings a credit to local pride. The scenery is bold, striking, picturesque and romantic. The people are intelligent, refined, and withal possessed of that sterling character and sound reason that ensures perpetuity and wide influence to a community.

We proceeded to visit that renowned jewel of the great river that sparkles in the crown gems of this Republic.

The United States has held the right of possession of *Rock Island* since the year 1804. A treaty was then effected by Mr. William Henry Harrison—afterwards President of the United States—governor and superintendent of Indian affairs for the Indiana Territory and the District of Louisiana. The treaty was executed with the chiefs of the Sac and Fox tribes, at St. Louis, Mo. It was signed in good faith by five chiefs of the two tribes. "Black Hawk," however, ignored the transaction from the first. The war of 1812, complicating affairs, treaties were again signed in 1815 and 1816, at which time Black Hawk added his signature. The redoubtable chief, however, was again dissatisfied as late as 1832. The island was not occupied by white men before the war of 1812, the Indians occupying it as a hunting and fishing ground, there holding their ceremonial feasts and services. In 1815, Col. R. C. Nichols, commanding, proceeded to establish the Fort at this point for the protection of citizens. Mr. Geo. Davenport, better known as Col. Geo. Davenport, accompanied the expedition as contractor's agent, having his supplies in light keel boats. *Col. Davenport* was the first white settler in the vicinity of Rock Island. A rigorous winter intervened to retard this intention, which was, however, carried out by Bvt. Gen. Smith. The stronghold was denominated "Fort Armstrong," in honor of the Secretary of War.

White settlers appear to have been located in the vicinity of Rock Island about 1828. The dusky originals were in the habit of ranging about each year at certain seasons for the purpose of gathering valuables and a stock of supplies. Prospecting may have formed a part of their programme. At each return, they found the *white element* waxing stronger. They began to feel that strangers in their own lodges expected to be masters! Col. Davenport urged them to permanently cross the river and seek a new location. The never-forgotten "Black Hawk" demurred. He was not versed in the "nine points of the law," but he had a strong and savage sense of the high meaning of "individual rights" and "tribe freedom." He and his tribe, the Sacs, belonged to the "British Band," so termed on account of their allegiance to the British and the aid given them against the Americans. It was not remarkable that they were disinclined to oblige the white settlers and positively decided against *obeying* them. Keokuk and his followers, the Foxes, made the removal. The white settlers increased, and Black Hawk kept them busy with the depredations his tribe committed. In 1831, he gave them warning that patience has ceased in his little kingdom, to be regarded as a virtue, and that the more speedily the encroaching new comers vacated the lands they had obtained through "bad ways," the better.

Troops were at once despatched to the Island, and the settlers repaired thither.



CHICAGO, ROCK ISLAND & PACIFIC RAILROAD DINING AND RESTAURANT CAR.

General Gaines invited Black Hawk to an argumental "conversation," which had the effect of strengthening the belief that war was inevitable. The Fort now proved a grand fortress. Its interior was 400 feet square. The lower part was of stone, and the upper part of hewn timbers. At three of the angles, block houses were erected and provided with canon. One side of the square was occupied by barracks and other buildings of solid hewn timbers, with roofs sloping inward to prevent their being fired by foes, or forming a convenient means for climbing into the stronghold. It was built on the lower portion of the island. The shores on both sides of the river were gentle slopes of prairie, extending back to the picturesque bluffs which to-day give the cities of Rock Island, Moline and Davenport their present charm. Then as now, the river was a sheet of clear, swift running water, but the banks, instead of being burdened with a numerous population, were stretches of wilderness inhabited by bands of savages, and a few venturesome white families.

The Indian tactic has always been beyond white comprehension. Therefore it is not strange that after Black Hawk had made considerable excitement, the troops found that the very next morning after his most stubborn demonstration, he had during the night with his band, crossed the river and ceased hostilities. Black Hawk, with 27 of his band, returned to the island and signed a treaty of peace, promising future good behaviour. Gov. Reynold's troops were disbanded, and corn and provisions were dis-

tributed among the Indians. But *peace* with the whites was thoroughly antagonistical to Black Hawk's nature. He endured it until the winter of 1831-32, when it became evident that he would ignore his agreement. The old ire was kindled, and he proposed to rout the usurpers of the red man's fatherland. He endeavored to arouse Keokuk and the Foxes, but with ill success. He crossed the river at Burlington, with 500 warriors, bent on a campaign.

Gen. Atkinson, Lieut. Zachary Taylor, Lieut. Jefferson Davis, Capt. W. S. Harney, Gov. Reynolds, General Whiteside, and Abraham Lincoln, took conspicuous parts in the exciting and terrible frontier war that ensued. Victory crowned the efforts of the troops, and Black Hawk, his son, and many of his chiefs, were taken prisoners. They were taken to many Eastern cities, but were afterwards allowed to return. The meeting between Black Hawk and Keokuk is described as being exceedingly affecting. The two tribe rulers could gaze sadly into each others faces over the ashes of the memories of the past, both exiles and one conquered, defeated, bitterly realizing that the wretched thing they called "civilization" was inexorable, crowding them like the tide of Fate! With a remnant of his band, he retreated as far back as the Des Moines River where he died in the year 1838.

Tradition affirms that the Sacs and Foxes came from Canada before the year 1700, and had lived at or near Rock Island about 150 years. Their affection for the location was certainly tenacious, and the grief of Keokuk and Black Hawk is described as something pitiable when leaving their favorite haunts. Rock Island ceased to be molested, but Fort Armstrong was maintained until the 4th of May, 1836, when it was evacuated, leaving a few men in charge of the property. These were soon ordered away also, leaving the place in charge of Gen. Street, Indian Agent, until 1838, when Col. Geo. Davenport succeeded him and held the post until 1840. At that time some of the buildings were repaired and an ordnance depot established. Capt. W. R. Shoemaker had charge between the years 1840 and '45, then given over to a civil agent until 1862, when the act establishing the Rock Island Arsenal was passed. The United States could not have selected a more charming location. The island itself is interesting, deriving its name from the fact that it rests upon a bed of rocks. It is at the foot of Rock Island rapids, about two and seven-eighths miles in length, and its greatest breadth about four-fifths of a mile. It contains about 970 acres of superior land. Its surface is undulating, a valley pervading it centrally and longitudinally two-thirds its length. A part of it was then cleared as now, the remainder being covered with a forest. It is bounded by precipitous cliffs, abrupt and rapid hill slopes, its surface rising from ten to twenty feet above freshet mark. The position is certainly in every respect naturally adapted to the purpose to which it is devoted. Ground for the first building of the arsenal was broken in 1863. The great store house is not far distant from the bridge—a rectangular building, 60 feet by 180, with a projection of 14 by 60 feet, and a tower 117 feet high. The walls are of buff limestone of cut or bush hammered work. There are heavy rusticated pilasters at all the angles of the first story, and from the first story to the frieze, the pilasters are double and not rusticated.

A drive over the island is certainly one of the rare opportunities. It is elegantly laid out, and under the grandest military discipline, naturally. The shops are located on the highest ground on the island.

The buildings are grand and solid, the officers' quarters imposing and inviting. The "water power" ingenuity will furnish enthusiasm for an entire army of mechanical artisans, and is too lengthy in detail to admit a description in these pages. We gazed in wonder upon the endless chains, wheels, &c., that conveyed this power through

numerous buildings. The grounds are admirably laid out, gardens being cultivated, the grass cultivated and trees trained and pruned. The grave of General Rodman is a sacred spot, marked with a monument erected in tender memory of a great and good man, brilliant of ability, and an earnest worker in whatever cause he espoused. He died at his quarters at the arsenal on the seventh of June, 1871, the army and the Ordnance department losing a valued and efficient officer, and the nation a sincere friend.

General Rodman's plans for *Rock Island* were laid with the precision of a military mathematician and scientist. But a comparatively small beginning had been made at the time of his death. His successor, Major D. W. Flagler, Brevet Lieutenant Colonel U. S. Army, Ordnance Department, however, has taken up the work just as it was left, and although General Rodman's plans were undeveloped, and in many cases even unexplained, he has carried forward the great Arsenal plan with unabated vigor, utilizing every advancement that had been made and projecting improvements in all



VIEW NEAR ATLANTIC, IOWA.
ON THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

parts of the Island. For his position he is eminently qualified, and over the important work he has in charge he is most enthusiastic. It will be an everlasting monument to his earnest scientific research and toil, as well as his faithful national trust.

As one walks or rides through the shaded avenues, bright-eyed squirrels dart hither and thither over the grass and up the trees, safe and as tame as these wild creatures can become, since they are here secure against the huntsman. Over there, enclosed by a chain boundary, is the burial ground of the poor rebels who died while held prisoners at this point, while just beyond a beautifully designed iron fence bounds the plat given our brave union soldiers who laid down here for the long rest, during the encampment. Plain headstones mark the mounds that yearly receive floral tributes.

The Island affords many charming drives and other attractions, besides the marvelous work of the arsenal buildings.

Few railways can furnish a more interesting stopping place. The Government and the Corporation jointly own the magnificent bridge spanning the Mississippi, both

satisfied with the compact and the result of their combined work. The Overland Tourist may consider a visit to the Island one of the opportunities of a lifetime. If any one set out upon this journey without the intention of pausing here, we sincerely hope these pages may come in his way 'ere it is too late, and that our advice may be heeded.

We left the Island by means of the bridge leading into Moline, on the Illinois side. A swift drive over that town and Rock Island, crossing the Mississippi on the lower deck of the Railway bridge, and we are again in Davenport.

Our train is ready, and we prepare to resume our journey to the western terminus of THE GREAT ROCK ISLAND.

Time was when the bronzed huntsman dashed over this state of Iowa, and the wigwam was the palace of the ruler—and not so far in the “antiquities” but it can be swept within the recollection of half the population of the State. Now, we see fields and civilization in the place of “hunting grounds.” The trim habitation in the place of the log hut, and on the front stoop instead of the fair faced and brave frontier wife, the finest madame with the frizzled hair and robe of the latest fashion-plate. Instead of the patient, enduring band of a few years since, we find the strong majority, the power, the capital, to shape circumstances, instead of a conflict with *times as they are*—and the present is the result of the former energy and long enduring patience! The people are earnest, ambitious, progressive, brave, liberal and self-reliant. Life there has grand opportunities. New movements are adopted that liberate and enlarge theory and perfect practice. Little wonder that the State ranks as she does in the national schedule. It is proverbial that a lazy or stupid man never proceeds as far west as the Missouri. No quarter is given intellectual feebleness or moral defects, Weakness is not tolerated, strength is paramount, and yet, culture and refinement characterizes the people. It may be less organized and centralized, but it is paramount.

And through the best geographical portion of the State, most abundantly supplied with natural resources and settled with thrifty and ambitious towns, RUNS THIS DAUNTLESS AND DISCRIMINATING CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

Leaving Davenport, we proceed through Walcott, Fulton, Durant, Wilton, Moscow, Atalissa, West Liberty, Downey, Midway, and IOWA CITY, the site of the Iowa State University, and other towns, all evincing growth and prosperity, until we reach DES MOINES, the capital of the State. We have passed over rolling and undulating lands, rich of soil with sufficient timber, diversified by hills and glade, abrupt declivities, sweeps of prairie, patches of forestry, rivers fringed with foliage, beauty and meadow grassiness,—over dales and between high, perpendicular, embankments—a continuous succession and transition of pleasing and marvelous scenery. And withal, no other line in the same direction can compete with the ROCK ISLAND in prominent points of interest, and material to gratify the tourist or business traveler.

Des Moines, the capital of the prosperous and important State of Iowa, is situated in the charming valley of the Des Moines river, at its confluence with the Raccoon. The city is well laid out, on both sides of the river with many natural resources for business interests, and a solid growth. It is surrounded by a rich agricultural district, and is a great manufacturing center. Besides having an inexhaustible water power which is extensively utilized, over fifteen coal mines are operated near the city, furnishing the fuel at a low price. The great powers of the State here convene to make rules for a people that execute promptly and independently the plans best calculated to advance State worth. The climate may be termed *brisk* at some seasons of the year, but the atmosphere is free and clear. Even in this humid summer time, weariness

seldom gains the mastery, and when it does, rest and slumber thoroughly recuperate the body and renew intellectual vigor.

It is far beyond the average town in the possession of elegant public buildings. The Court House and Post Office attest the vigorous enterprise of the citizens, the Iowa Industrial Exposition Building their enthusiasm, but the *pride of the State and a National glory*, is the IOWA STATE CAPITAL BUILDING. The traveler over the "ROCK ISLAND" Railroad has an opportunity afforded by no other overland route—that of beholding the best State capital in the United States, a sublime result of architectural skill, an edifice combining most perfectly, artistic grace and magnificent immensity. One cannot realize without the absolute demonstration, how colossal grandeur can yet be delicately beautiful. It is located in East Des Moines, on a verdure clad hill overlooking the entire city,—the base of the building being over one hundred feet above the business portion.



THE BRIDGE OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD AT LEAVENWORTH, KANSAS,
ACROSS THE MISSOURI RIVER.

It is built after the Corinthian order of architecture, with such modifications in detail as will best suit the interior arrangement. The plan of the building is that of a Greek cross, with a pavillion on each corner of the north and south wings. The total length of the building is 360 feet, and the total width, 240 feet. The width of the wings, north and south, 100 feet—east and west, 118 feet. The height to the top of the cornice is 93 feet—to the top of the roof, 125 feet—to the top of the main dome, 275 feet. The main central dome is 80 feet in diameter, while the four smaller domes on the corners have diameters of 40 feet. The total area covered by the building is one and a third acres.

The exterior is entirely of stone. That in the basement being from Johnson County, Ia., while that in the superstructure is of sand-stone from St. Genevieve and Carrol Counties, Mo. On the west front is a six column portico, and on the north and south fronts, four column porticoes—all of the pure Corinthian order. The columns are four feet in diameter, and forty-five feet high, including the pedestal. In the pediment over the west portico is a group of statuary representing Law, Liberty, Justice,

Commerce and Agriculture. The exterior is characterized by the purity and beauty of its stone, and the design, the capping and shaping of pedestals, rather than intricate escutcheons, enriched mouldings and carvings, since the rigorous climate is fatal to such work, and the position of the building is such that it is seen in such bold and striking outline in the distance, that the architects strive to secure an effect that will be pleasing from every stand-point. The great work of the interior has not yet been begun, but the plans are matured, and the intention is to decorate the corridors, halls and principal apartments in august and elegant keeping with the great and dignified building of the State. It will not be surpassed by architectural skill or richness by any edifice in the Union.

Under the entire building, is a cellar ten feet deep, devoted to steam heating. The basement is given over to store-rooms, principally. The first story is entered by flights of stone steps on either front. It is devoted entirely to State offices and the Supreme Court—the Governor and Secretary of State occupying the largest and most elaborate apartments. They are all fitted up in harmony with State dignity, and so well lighted there is not an objectional room on the entire floor. This story is twenty-four feet high in the clear. The corridors run the full length, from north to south, and from east to west, forty-seven feet wide one way and eighteen feet the other. At their juncture in the center, is a rotunda sixty-four feet in diameter. This is open to the top of the dome, one hundred and ninety feet.

On the second floor are the Representative Halls, the State Library, and the offices necessary for the General Assembly. The House of Representatives is ninety-one by seventy-five feet, and fifth-eight feet high. The Senate is ninety-one by forty-eight feet, and forty-six feet high. The Library is fifty-four by one hundred and eight feet, and thirty feet high. The House and Senate will be finished in marble, glass and stucco, with paintings by the best American artists. The Library has three tiers of alcoves, all around the room, with galleries, &c. The corridors and rotunda have marble floors, marble wainscoting, polished granite columns, enriched with beautiful cornices and paintings. The wood employed in the finishing of offices, is of the best and most rare hard varieties.

The structure was commenced in 1871, and cannot be completed entirely, in less than three more years after the present date.

We must not omit mentioning that this building has not, since the first stone was laid, been involved in any mysterious financial transactions. The work has been of the best character, and carried forward as speedily as the appropriations would admit. It may in truth be asserted that "it has always lived within its income."

In this respect, it is much like THE ROCK ISLAND. The Road has from its organization bought its way and earned its capital, and has never accepted the new fashioned method of repudiating its obligations.

Great credit is due Bell and Hackney, the able architects who have charge of the massive work. They could not have given the State of Iowa a more beautiful and pure design than they have done in their State Capitol, and we must congratulate the citizens of the State upon the proficiency of these gentlemen that secure for them such a staunch and reliable piece of workmanship.

The view of the city from the surrounding hills cannot be surpassed. Well laid out streets and charming residences embowered in foliage, the trees shimmering in the light, and the river gleaming like a tide of silver between. And down there is the rush of activity. Business traffic awakens the pretty valley into stirring echoes, while social bustle embellishes the scene. There are elegant equipages rolling here and there, the

streets are filled with pedestrians, and children are playing in groups and bands. But we must come down from our eminence and prepare for our "Western" trip.

We have ceased to wonder why the ROCK ISLAND trains leave Chicago so heavily laden, and arrive there with a happy, contented throng. A trip over the Road explains the mystery. A perfect track, home conveniences and outside surrounding that render the journey a marvel and a pleasure. From *Des Moines* westward, the line passes through one of the best portions of the State. The thrifty villages and bustling towns exceed in number and *growing* propensities that of any route centering at its western terminus on the Missouri. We find forest scraps limited, restricted to narrow fringes along the limpid rivers and streams, their courses defined as far as the eye can reach in a broad expanse of meadow land, carpeted with emerald grasses, varied with gentle swells and land rises. The crest-lines of these motionless waves of land, intersecting each other at every conceivable angle, giving the brilliant effect of the blending of the rich, dark forest green, skirting the streams with the lighter shade of the grasses and the bronzing grain colors. These landscapes are varied most unexpectedly with sudden rises of land, sweeping hills and sudden levels. From Chicago to "The Bluffs," there is no dead monotony. Even the lower lands and valleys dip gracefully to the rivers. There is no bleakness or dreariness from first to last.

Reaching the bluffs, which seem formed by some sudden upheaval of nature which unsettled their uniformity in general, the ROCK ISLAND winds through them, now beside a beetling succession, again cutting across a sharp, perpendicular end—in the sunlight, in the shade, now in noonday, again in eventide—coming out at last at the depot where we alighted, almost sorry to bid adieu to the portable palace that had brought us hither.

About thirty years since, the site and vicinity of *Council Bluffs* were occupied by the Pottawattamie Indians as a reservation, they having been removed from Illinois to this point. This tribal designation gave the name to the county, and the bluffs and the grand council, denominated the city. At this point the general direction of the Missouri River is southward. The bluffs extend parallel with the river, and distant from it, about two miles. They are composed of silt—of the same kind of fine, rich soil that is annually brought down the river, and deposited by its ever-shifting changes. Indeed, judging from the accumulation of earthiness, its waves of veritable moist soil, we are induced to believe this stubborn, murky Missouri would have made an effort to bring the entire British possessions down to us, if Providence had located its source conveniently for such an exertion.

Westward, towards the river, the bluffs have a uniform contour, charmingly broken here and there with dusky lateral depressions that form avenues for streams either flowing to the Missouri or feeding some of the little lakes that blink and glisten, in numerous spots over the Missouri bottoms—or form caverns for echoes of civilization, bird notes, or sobbing winds. The interval between the river and the hills is a level, rich, fertile plain. Over the river range of bluffs one finds a wonderful succession of well-wooded and well-watered hills and valleys, exuberant in foliage, beauty and grassy mellowness. The city is delightfully situated among these hills, and partly on the level ground. At this point they are without rock, and easy of excavation, and rich in soil. Nature has bountifully given the ground work for the delightful home locations that render *Council Bluffs* prominent as a romantic and attractive combination of secluded, beautiful and healthful home "estates" on a miniature scale—a hill top, a valley, a ravine, or an abrupt elevation—each man a prince, and each prince a citizen. Where nature was not lavish with trees, man has culti-

vated them, and the result is, an admirable succession of fine groves and shady lawns. The government in 1839, erected a block house at this point, the troops having a tendency to keep the Indians under control, assisted by the influence of a Catholic mission established among them. The territory was also the field of operations for the American Fur Company. In 1845, the Mormons finding the atmosphere of Illinois uncomfortable, and resolving to leave the Gentile influence in the dim distance, started westward on their way to Utah Territory. They made a temporary pause near the Missouri, leader Brigham departing with a large body of his followers for the Salt Lake region, while a large number enamored of the delightful climate, rich soil and abundant timber, remained upon the spot where *Council Bluffs* now stands, christening the place *Kanesville*, in honor of Thomas L. Kane, a younger brother of the great Arctic navigator. He was an eye-witness of the tragic scenes which led to the death of the Mormon Prophet, Joseph Smith, and, unmoved by the passions which instigated the actors in the murderous drama, as a correspondent wrote an unbiased account of the facts to the Philadelphia press. From this, the



UNION DEPOT AT LEAVENWORTH, KANSAS

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD AND KANSAS PACIFIC RAILWAY TO COLORADO.

leaders of the new settlement were led to commemorate his name. Through his efforts, the general government was able to rid itself of a civil war on the frontier, in 1858. In 1846, the Pottawattamies were required to move to a new place in Kansas, and the settlement began to increase. For about four years these religious enthusiasts held control of the town and county, making their own laws and sustaining their own order. The nearest post office was a hundred miles distant, in the State of Missouri. In 1848 one was secured at Kanesville, Evan M. Green being appointed postmaster. Regular mail service was not established, however, until 1853. When the California gold excitement began in 1849, this point became the favorite crossing for the surging tide of fortune seekers, and the city soon became a vast encampment. The locality passed through the stirring and frequently repulsive scenes that have characterized the settlement and shaping of all western cities, subjected to the pressure of thousands of people, who seem to dispute by their actions the fact that everything was created

for some good purpose. The actual Mormon element could not abide the Gentile contact, and the old reliable adherents of the church, turned their face Utahward, while many remained to become prosperous citizens. During this period, the public lands were neither surveyed nor in market. In 1854 they came into market, and the Hon. Frank Street was authorized to enter the lands occupied as a town site "for the benefit of and in trust for the occupants according to their claims, as designated on their ground." Permanency was at once established, and urban tastes and ambition gave impetus to the town. It was reached by steamers plying on the Missouri to St. Louis, or by the "overland" method of wagon or stage.

The name of *Kanesville* was changed to that of *Council Bluffs* in 1853. In the same year the Legislature granted a special charter as a city of the first class, and Cornelius Vorhies was elected the first mayor. A steam ferry was established over the Missouri, succeeded in 1876 by the ferry transportation of the Union Pacific.

Council Bluffs is a prominent railway center, and might with all due propriety be called the *union railway city*. It is the western termini of the "Rock Island," the "North-Western," and "C., B. & Q.," and the eastern terminus of the "Union Pacific." The city possesses numerous church and educational buildings, an elegant court house, the State Deaf and Dumb Institute, beautiful streets, and a number of hotels, the popular one being the OGDEN HOUSE. We must not omit mentioning its convenience, superior table and perfect management. The most fastidious can be satisfied, and the wayfarer can depend upon comfort and rest. The city has facilities for business, of which its enterprising citizens will take advantage, and which will ensure a constant addition of new capital.

The tourist or traveler bent on a trip to the golden Pacific coast, or to the western resorts reached by the Union Pacific, will not pause where we did, but will proceed to the grand Union Depot. The main building fronts the east to an extent of 350 feet, with wings of the same length. The upper stories and northern wing are occupied by a well arranged hotel. The central portion is devoted to an avenue for the transfer of passengers and baggage from the Iowa roads to the "Union;" general ticket offices, waiting rooms, &c. The south wing is occupied as baggage rooms and other offices of the company. More than an acre of solid platform surrounds the building. The structure of the great bridge that spans the Missouri was a task most difficult. The superstructure is 3,000 feet long, of cast and wrought iron. It consists of eleven spans. The tubular iron piers are filled in with concrete masonry, and were sunk by pneumatic process to a depth of seventy feet, reaching rock bottom. They were carried to an elevation that allowed the free passage of boats without resorting to a draw.

We do not think the traveler can thoroughly appreciate the Council Bluffs terminus of the "Chicago, Rock Island and Pacific Railroad," without a few strolls and rides over and around the hills and bluffs and a straight path to the banks of the Missouri, which the road seems bound to meet at all important points, marked by business facilities and historic lore. And none perhaps have marked more energetically the tide of civilization than Council Bluffs and Omaha, and as such, they will ever be mile stones on the way to the "Pacific Blue."

The road has a smart little branch running from AVOCA to HARLAN, and yet built another from ATLANTIC to AUDUBON. Although these branches were but recently, they lead to towns that promise much. The *Atlantic and Audubon Branch* was opened last December only. The latter town springing up since that time. A newspaper has already made its appearance, and other symptoms of local motive power

have cropped out. From *Des Moines*, runs the INDIANOLA BRANCH, intersected at *Somerset* by yet another division running west to *Winterset*. From *Des Moines* also runs the KEOKUK DIVISION, which extends in a southeasterly direction across Iowa. It is intersected at OSCALOOSA by the WASHINGTON AND KNOXVILLE extension from the SOUTH-WESTERN DIVISION, and again at ELDON by the SOUTH-WESTERN MAIN LINE.

THE CHICAGO, ROCK ISLAND & PACIFIC has a pronounced advantage in its leading lines and branches through the State of Iowa, passing through the richest agricultural sections, the finest scenery, and numbering by far the largest number of important towns and points of interest.

THE SOUTH-WESTERN DIVISION OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD

This mighty arm of the *Rock Island* leads into a country rife with absorbing interest. A country brimming over with enterprise and opportunities. The *Road* also thus has the double advantage of extending to two great sections of the "West," teeming with thrilling historic facts and bright with present attractions.

From WILTON JUNCTION, west of Davenport, we proceeded southwesterly over Iowa. In due course of events, *Muscatine* was reached, followed by smaller towns, until at WASHINGTON we found the KNOXVILLE EXTENSION. On and on again, passing through modest and pretty Fairfield, at last arriving in ELDON, the juncture of the KEOKUK BRANCH with the SOUTH-WESTERN. A vivid characteristic of this line is its abrupt change of scenery. One encounters rolling lands with little timber; hills and dales and groves; flat expanses of prairie; then flanked on either side by stately trees striving to clasp friendship hands over the iron-way; suddenly rushing upon a peaceful pastoral scene. Rivers, creeks and rills gleam here and there, over some of which we glide, while others assist in making up the distant views. At *Centerville* we encountered a direct contrast, and at *State Line* (Lineville) plunged into the State of Missouri. And here is a tangled, scrap of the universe, this northwest corner of Missouri. Everything begins to droop and rest, even to *laziness*. The trees have fallen down the steep hill sides and there lie neglected like that religious law of cleanliness in the people. Fences have been feebly begun, but have expired with a few lengths and rails. The towns are the results of a force of circumstances rather than energy. And yet, over all, there is that air of neglected, forlorn, gloomy wildness that renders the paradise just beyond, all the more glorious. Sparkling and glinting in roseate hues, it lay there before us, and yet separated by the frowning tide that seems the great dividing line.

At Atchison Junction we verged a trifle away from the main line. From this point the ROCK ISLAND through train divides, a part bound for Leavenworth, and the other seeking Atchison—which we did.

Here we again greet this surly old Missouri, that despite its treachery and moroseness, holds a commanding position in creation. Over it we glide, the Atchison bridge being the means to the end. It is a handsome structure, built of wrought iron, resting upon stone piers. Its length is 1,182 feet, and the approaches aggregate 2,000 feet. Its width is nineteen feet, six inches, and has five feet sidewalks on each side. The bridge consists of a draw span on the western side, swinging on a circular pier sunk to the bed rock, and three fixed spans—the former 382 feet long, giving 160 feet clear water way on either side. The fixed spans are each 260 feet long. The pivot pier is circular, forty-six feet in diameter. The other stone piers are 24 by 52 feet

at the base, and 9 by 26 feet at the top. The bridge is floored for highway as well as railway traffic.

ATCHISON is an *absolute* example of Western enterprise, ability and energy. The town has evidently natural advantages that give it ~~impetus~~, and having become an important railway center, it has vastly added to its commercial power. Everybody is busy, as must be the case in a town where the growth and prosperity have been actually phenomenal. During the year 1878, and the opening months of 1879, the development of manufacturing and commercial interests has been double that of 1877. Its population has increased a third in a year, now numbering over 16,000. Over 400 new dwellings have been erected during the same time, and there is not a vacant building within the corporate limits. Happily, this growth is not based on fictitious excitement. The foundation is solid, the growth healthy, and the RAILWAYS bring to this center, the trade and commerce of a great district of country. The opportunities for the profitable investment of capital are almost unprecedented. The altitude above the level of the sea is 1,000 feet, and a marked characteristic is *healthfulness*. Epidemics have never ventured here, being aware that material for their sustenance is not kept in stock. It is situated in an amphitheater, surrounded on all sides by gently receding slopes. White Clay creek flows from the west through the center of the town. The main thoroughfares are macadamized, lighted with gas, and lined on either side with stately and solid business blocks. Atchison unites the bustle and energy of Western life with the social culture and refinement of the East—which may be accounted for by the fact that eight great trunk lines center in the city, bringing a vast volume of traffic and business. THE ROCK ISLAND here connects with roads leading to almost every county in Kansas, Nebraska, Western Missouri, Colorado, New Mexico, the Indian Territory, the Atlantic and Pacific seaboard, and the Gulf of Mexico—the Atchison roads designated by name, CHICAGO, ROCK ISLAND & PACIFIC, Atchison, Topeka & Santa Fe, Central Branch U. P., Atchison & Nebraska, Missouri Pacific, Hannibal and St. Joseph, Burlington & Missouri River, and the Kansas City, St. Joseph & Council Bluffs.

One finds here a well kept hotel, by name, OTIS HOUSE, Moore & Webb, proprietors. The management is admirable, and the appointments first class.

From ATCHISON JUNCTION, THE ROCK ISLAND carried us to Leavenworth, the initial point of the settlement of the grand State of KANSAS. The tourist seeking COLORADO, NEW MEXICO, and all *South-Western resorts* will find that he begins sight seeing on this IMPORTANT DIVISION OF THE ROCK ISLAND, pausing in this fair Eden, and visiting noted points of absorbing interest even before the Kansas Pacific bears them away to the great fields of sublimity. TO THESE THE ROCK ISLAND HAS TWO GREAT CHANNELS, REACHING THE TWO MOST IMPORTANT POINTS FROM WHICH DIVERGE MEANS OF REACHING EVERY PART OF THE GREAT WEST.

The history of Kansas is beyond the excitement of adventure. The blackness of a political conspiracy, the horrors of a series of barbarous border depredations during a civil war, marked its gloomy beginning. Dreary, starving, suffering, sterile, and punished without cause,—crushed, and yet not broken in spirit! An adamant will like this deserves the sparkling crown the State to-day wears. Young is she yet, but standing forth in her silvery robes earned by superhuman endurance. Out of the darkness—surrounded by prosperity and hope. Until the year 1541 no white man had trodden this soil. During that year Coronado came with an expedition from Mexico, followed by Alarcon. And then from Florida came De Soto, to a point in the

North-East corner of Kansas. And then in 1673 came Marquette, the good missionary by canoe, into this then fabled South-West. Ten years later, La Salle, with his proudly beating heart arrived, sailing down the Mississippi and chivalrously planting the French flag in the name of his king. Dustine came up from New Orleans in 1719 to interview Kansas. In 1762 France took the authority to deed the tract of Louisiana away—*being the entire South-West*. It was returned to France by treaty in 1800, and in 1803 sold by that country to the United States. The following year Kansas was formally incorporated into the district of Louisiana. Lewis and Clark then started upon their memorable expedition up the Missouri. The Territory of Louisiana was organized by Congress, embracing Missouri and Kansas. In 1812 the Territory of *Missouri* was organized, including Kansas. Missouri entered the Union in 1820, and three years later the old Santa Fe trail was opened by the first wagon train across Kansas. In the entire State, in 1854, there were not over one hundred and fifty white men. Fort Leavenworth had a beginning in 1827, and the Baptists



NEW CAPITOL BUILDING OF IOWA, AT DES MOINES.
VIA THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

established a mission at the mouth of the Kansas river in 1831. Colonel Leavenworth made the permanent stand, but the first land reserve was declared by the President in 1838. This extended about seven miles along the Missouri, embracing about 6,840 acres. Col. Bent, Kit Carson and Boggs settled here, but Col. Fremont's march in 1842 gave a sparkle to the dismal tale of Mr. Morse's "Great American Desert," by adding fertile villages, mountain girt parks, productive plateaus and table lands for herding purposes—and this blessed by that peculiar pale blue amethyst of a glorious South-Western sky. A beautiful, fair land, with its sharp, bold headlines, its promontories and bluffs, broad plateaus, its clear, pure streams of water, its gentle valleys and groves of linden, elm, ash, walnut, cottonwood and oak—and away and away the undulating prairie in swells of emerald luxuriousness to meet the rose tinted horizon! And in one of the most picturesque of these spots, rests LEAVENWORTH, a picture worthy the effort of a great master of the artist-brush. Her 17,000 people breathe the air that gives health to the debilitated, and which invigorates the strong. Everybody

seems buoyant and self-reliant. Health and gladness prevail—no malaria, no languor—all ambition and life. Leavenworth is a good example of Kansas cosmopolitan tendencies. Society is well established, made up of ambitious, progressive individuals. Views are liberal and cultured, and the conventionalities of Eastern social life is reconciled and toned down by Western freedom and independence. Creeds do not draw lines. Everybody is allowed a self-asserting power and opinion that must injure nobody else.

The residences are tasteful, many of them elegant. *The Planters* is the best hotel in town. The court house is far in advance of many judicial eastern edifices—and here lives *Col. Anthony* and his outspoken, fearless, *Times*!

The bridge over the Missouri is yet another safe, fine piece of workmanship over which the *Rock Island* runs, and from the shore seems an intricate weaving of iron bars. A brisk drive out of the city, and over a part of the government reservation, a distance of two and a half miles, and we are at the fort. It was no fabrication then, that this is one of the most delightful sites in the Union used as a fort, and military post. High rolling grounds kept with the precision of a drawing room laid out in avenues, the whole in the form of a square. The residences of the officers are elegant and beautiful, with none of the fortress air, and all of the genial home. Birds and flowers and all the et ceteras that enhance a peace-abiding citizen's abode, with none of the stern clangor of military life—and yet the military discipline is everywhere paramount. The long white building with the upper and lower square columned porticoes constitute other official quarters, residences and offices, while the gleaming barracks very similar in construction on the opposite side of the square give the soldiers a home. The well-built chapel and the cosy "parsonage," the forbidding guard-house with its sentinels pacing up and down, and down and up, and the dreary prison over yonder which we will proceed to visit! The captain courteously welcomes us. If we passed that portal knowing our freedom ceased there, we might appreciate less the strict cleanliness and comfort that was from the very first, strikingly noticeable. With folded arms and differential reverence, the inmates mark the presence of the officer. First into the kitchen, where the noonday meal is being prepared on such a large scale that we cannot refrain from expressing our astonishment. Soup and meat, bread and all the necessary accompaniments. The most scrupulous neatness prevails in every respect—unsurpassed by the mansion house-maid's kingdom though bereft of her embellishments. The dining room is equally well arranged and the sleeping apartments also. To be frank, we cannot say the little cells had any charms for us although they were as clean as my lady's parlor. The bunks were made up, but in general the inmates were allowed to sleep in the open room above on account of ventilation and comfort. Fractious cases came down here, and even proceeded as far as the dark, forbidding cells, occasionally occupying them for two weeks, which is a rare case of stubbornness. The shops are admirably managed, supplied with the latest and most improved machinery. The best army shoes in the Union are manufactured here, and chairs that cannot be surpassed in strength and comfort. The entire shops present a remarkable amount of skill and system. The hospital, we must state, is by far better than the average "poor man's" sick room. Graceful bedsteads with comfortable furnishings, not omitting the white bed-spread, walls decorated with pictures, free, pure air and plenty of light and opportunity to recover. But the gloomy part of it all, is the fact that it is a prison house where personal freedom is fettered, and one must work under the pleasant guard of a gun and a rule!

Stone is quarried for the fort on the Government's own land. It is brought into the prison yard by means of a track which passes through a gate at the foot of a short decline at the very base of the wall—they have not omitted the grated gate—over which cars are propelled. A stationary engine furnishes the power of ascent—while natural speed assists them the other way. Passing the portal again, pausing to glance at the prisoners who are hammering stone, under guard, and then into the free grateful expanse where the straight, prompt soldiers are walking, children playing and ladies strolling. Presently the dinner signal is sounded, and away the majority speed.

The Fort is a grand arena these summer evenings—music and gaiety and carriages filled with visitors, vivacity and glee! A faithful soldier in times of warfare, merits as much as this in times of peace. But they are not all so fortunately settled as the people of Fort Leavenworth. We may add that THE CHICAGO & ROCK ISLAND is the only railroad crossing the government reservation. From these south-western points of rare interest, THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD has golden opportunities of reaching out in all directions over this vast and rapidly developing land. It is a harvest for home seekers, capitalists, business occupations, tourists—in fine it has all the inducements for humanity—and THE ROCK ISLAND ROAD, splendidly equipped and ably officered, is fully prepared to transport the thousands who are turning their faces in that direction, some bent on pleasure, others searching for the Eldorado that gives them opportunities for an accumulation of prosperity and consequently contentment.

THE PEORIA BRANCH is extended from BUREAU on the main line, forty-six miles to Peoria, through a well settled and beautiful country. It forms the only direct and speedy route between Chicago and Peoria, and transacts a marvelous amount of business. Peoria has a population of about 30,000, and constitutes a city with all the conveniences of a metropolis and the benefits of a suburb. It is also a large railway center, and THE ROCK ISLAND here connects with lines running East, West and South.

It is a fact that all large and leading lines have been made up by pieces, with few exceptions. The process of a gradual consolidation has not always, however, been marked with the same course of combined energy, merit and capital. The case has been, at times, capital speculation without early experience, that has absorbed the original. With the *Rock Island* the original cause has earned its own right of way and capital, having the experience to ensure a perpetuity.

The Chicago, Rock Island & Pacific Railroad has a history unlike any other line. It has, instead of branching out to meet lines that held forth incentives in the way of great highway traffic, been itself the *chief leader*, gradually absorbing by ownership and lease, the large and small feeders that have been built by other corporations, with a view of deriving benefit from a juncture with the "ROCK ISLAND." As has seemed advisable, it has built branches, and in every respect has aided the advance of improvement. A prominent feature of the road is that it has sustained from their inception the interests that have been consolidated in one grand success, the foundation always its own capital and energy.

The "Chicago & Rock Island" Railroad Company was incorporated by special charter, granted by the legislature of Illinois in 1851. In those days executing the privileges of a charter required something like a herculean perseverance and adamant courage. It was not a response to a well settled country, with a generous money inducement and marketable produce waiting for transportation. It was a brave, strong effort to lead the way for civilization, waiting patiently for a reward, and earning

it long before it was received. The "Rock Island" prepared the way for an energetic people, selecting a route bountifully supplied with all natural resources for a permanent prosperity.

Its main line was completed from the city of Chicago to Rock Island, a distance of 181½ miles, in 1854. The people of the Mississippi hailed the new road as the mighty link that united them with the world eastward. Settlements began to spring up on either end of the line, and the tide of civilization thus doubly accelerated its speed. In 1852, the Mississippi and Missouri Railroad Company was incorporated in Iowa, with power to build and operate a railroad from the eastern line of the State of Iowa by way of Des Moines, to Council Bluffs, on the Missouri River.

"The Railroad Bridge Company" was incorporated in 1853 by the legislature of Illinois, with power to erect, maintain and operate a railway bridge over that portion of the Mississippi river within that portion of the jurisdiction of Illinois, at Rock Island. The articles of association and the general laws of the State of Iowa, permitted the "Mississippi" and Missouri Railway Company to erect a bridge from the middle of the main channel of the river to the Iowa shore. The two companies agreed to unite their interests, each to build their own half bridge. This plan was, however, superseded by a tripartite arrangement between the Mississippi & Missouri Railway Company, the Chicago & Rock Island Railroad Company and the Railroad Bridge Company, for the construction of a bridge devoted to railway purposes. This was to be accomplished with the proceeds of bonds, to the amount of \$300,000, to be issued by the Bridge Company, secured by a mortgage upon its property, the payment being also guaranteed by the railway companies. Upon these bonds each company endorsed an agreement to pay one-half the interest and principal of these bonds. The compact furthermore stipulated that a failure on the part of either company to pay such demands, and the payment by the other company of the entire amount, should cause a forfeiture of all claims by the delinquent company, and render the exclusive control and use of the bridge the property of the prompt corporation. This was the first attempt to bridge the dignified "Father of Waters." The structure encountered serious troubles and obstacles, in the shape of litigation to remove it, damages for impeding navigation, and attempts to summarily banish it by burning. The expenses were thus augmented, and additional bonds were issued to the extent of \$100,000. The Mississippi and Missouri Company soon became involved, and failed to meet its guarantees. The Chicago & Rock Island assumed the responsibility, thereafter paying interest and principal. In 1866, the Mississippi and Missouri Railway Company failed to meet the mortgages given to secure the payment of moneys borrowed and expended in the construction. Its land grant also lapsed through inability to execute its designs. The mortgages were foreclosed, and the property purchased by the "Chicago, Rock Island & Pacific" Company of Iowa, a corporation organized in the organization of the Chicago & Rock Island Railroad Company. On the 20th of August, 1866, the Illinois and Iowa companies consolidated under the name of

THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.

The main line now extended from Chicago to Rock Island in Illinois, and from Davenport to Kellogg, within 44 miles of Des Moines in Iowa, the former 181½ miles, the latter 131 miles. The Oskaloosa branch extended from Wilton Junction, by way of Muscatine, to Washington, and was fifty miles in length. During 1867-8-9, the main line was extended through Des Moines to Council Bluffs, 186 additional miles, the entire line being open for traffic in June, 1869.

In 1868 the Secretary of War was authorized to construct a new iron bridge over the Mississippi at Rock Island, and to grant to the company a right of way over the island and bridge. It was mutually agreed that the government should erect the new iron bridge with a draw, the company undertaking to remove the old bridge from the channel and to defray one-half the expense of the construction and repair of the superstructure. This contract has been met by both parties, the arrangement proving entirely satisfactory.

The Company firmly believing in progression, extended its line in 1872 on the Oskaloosa Branch from Washington to Sigourney, a distance of twenty-eight and one-fourth miles. From this point the line was extended, in 1875, to Oskaloosa, a distance of twenty-five miles. In 1876, it proceeded to Knoxville, a distance of twenty-four and three-fourths miles, making the "*Oskaloosa Branch*" from Wilton to Knoxville, one hundred and twenty-eight miles in length. The three branches—Oskaloosa, Indianola and Winterset, extend into or through eight of the best counties in Iowa.



UNION DEPOT, COUNCIL BLUFFS.

GREAT OVERLAND ROUTE, CHICAGO, ROCK ISLAND & PACIFIC RAILROAD AND UNION PACIFIC RAILROAD.

In the common course of events it so happened that a company was incorporated known as the Calumet & Chicago Canal & Dock Company. This Company had graded a road from a point on a line with the "C. R. I. & P." Railroad Company, to the harbor at the mouth of the Calumet river, six and one-half miles. A proposition was made the Railroad Company to lay the track complete, operate the road, and accept the right of way and control—a proposition which was carried out and the transfer made. On the same terms two and a half miles of road, leading to Joseph H. Brown & Co.'s iron manufactory, was obtained, an addition to the first, now known as the *South Chicago Branch*. By this, freight can be transferred to all eastern roads leaving Chicago, to the "Illinois Central," outside the city limits, and to vessels in the South Chicago harbor.

In 1854, the Peoria and Bureau Valley Railroad Company completed the line between those two points, a distance of forty-six and three-fourths miles, which was leased by the "C. R. I. & P." Railroad in perpetuity, at an annual rental of \$125,000.

The Chicago and South-Western Railway Company, in 1869, began the construction of its road from Washington, on the *Oskaloosa Branch* of the "Rock Island," to a point in the State of Missouri, nearly opposite the city of *Leavenworth*. It made a proposition to the "C. R. I. & P." Company to furnish money for the construction of the road, to furnish the funds for construction, giving the option of a perpetual running arrangement, whereby its entire business would be secured to this company's lines, or a lease which should thereafter be agreed upon by the parties, in consideration of the guaranty of its first mortgage bonds, to the amount of five millions of dollars. In October of the same year, a formal contract was executed between the parties. The terms of the mortgage stipulated that if the "Rock Island" was obliged to pay either the interest or principal of the bonds, it should be subrogated to the rights of the original holders, and a demand might be made by the "C. R. I. & P." Company for a foreclosure to arrange matters justly. In 1871, the line was completed to a point opposite Leavenworth, a distance of 269 miles, entire. The South-Western Company had in the meantime arranged for the construction of a branch from Edgerton Junction, on the same line, to a point on the Missouri River, opposite Atchison, Kan., issuing bonds to the amount of \$1,000,000, secured by a mortgage, as a first lien upon the branch, and a second upon the main line. These bonds were in every degree guaranteed by the "Rock Island." The South-Western Company ceased to meet interest upon either class of bonds upon the completion of both lines. The "Rock Island" made provision for the payment of the interest coupons, upon those secured by the first mortgage, as they matured and continued to operate the South-Western Railway on account of that Company. No permanent or satisfactory arrangement could be effected, however, and the "Rock Island" in full justice to the corporation, required the trustees to proceed with a foreclosure of the mortgage of the main line, as to the interest it had paid in the fulfillment of its contract of guaranty. In March 1854, a bill was filed in the Circuit Court of the United States for the district of Iowa, praying for such foreclosure. A number of the Atchison bondholders resisted the application, advancing the claim that the "Rock Island" had assumed the payment of principal and interest of the Atchison bonds. But facts, evidence and a trial of the case, sustained the "Rock Island" in its position as the just one according to the provisions and actions of both companies. A foreclosure of the mortgage was ordered, also a sale of the main line, cutting off on lien under the Atchison bond mortgage. The circumstances and evidences also clearly proved that the South-Western Company was a general debtor, the "Rock Island" being debited with all sums paid to that date, for the operation and improvement of its lines, and credited with all sums received for the transportation of persons and property over them. The Atchison bondholders appealed to the Supreme Court of the United States, receiving the decision that the decree of the Circuit Court was impartial, just and lawful. The effect of this decision was to confirm the title of the Iowa Southern & Missouri Northern Railroad Company to the entire South-Western Main Line, from Washington to the Missouri River, subject only to the outstanding main line bonds, bearing the guaranty of the "Rock Island" Company.

The Des Moines, Indianola and Missouri Railroad Company commenced, in 1871, the construction of a road from Des Moines, Iowa, to Indianola, a distance of twenty-two miles; bonds were issued to the amount of \$300,000, secured by a first mortgage upon its property. THE ROCK ISLAND became the possessor of these bonds, began the operation of the road, as completed, agreeing to apply net earnings in payment of interest on the bonds. The interest exceeded the net earnings of the line, and the mortgage was ordered foreclosed.

And there arose yet another enterprise in 1872; the construction of a line from Winterset, on the Indianola line to Winterset, a distance of twenty-six miles. Its bonds of \$500,000 were secured by bonds upon its property. They become numbered among the belongings of the ROCK ISLAND, and in consequence of non-payment, a foreclosure was instituted.

In August, 1876, the Iowa Southern and Missouri Northern Railroad Company was duly incorporated and endowed with authority to purchase the main line of the CHICAGO AND SOUTH-WESTERN; the DES MOINES, INDIANOLA, and MISSOURI, and the DES MOINES, WINTERSET AND SOUTH-WESTERN. In September, it received a conveyance from the South-Western Company of its main line, subject to the above mentioned decree, and the rights of the holders of the outstanding bonds. The South-Western Company received for this transfer, an entry of satisfaction of the amount of the judgment for the general debt to the ROCK ISLAND. In November, a sale was made under the decree of foreclosure. The same company, also purchased the other two lines of road, all being mainly paid for by coupons, which had been paid by the ROCK ISLAND, and certain assets belonging to the same company, which were utilized. This South-Western Division, now in the possession of the ROCK ISLAND, is destined to become most popular with the public, and useful to the corporation.

In 1878, the KEOKUK & DES MOINES RAILROAD was leased, and is now operated as a branch of the ROCK ISLAND.

In 1878, the ATLANTIC & AUDUBON branch was built, and opened December, 1878.

The AVOCA, HARLAN & NORTHERN RAILROAD was built in 1878, and began operations December, 1878.

Connections of the Chicago, Rock Island and Pacific Railroad.

CHICAGO, with all lines diverging East, South and North.

ENGLEWOOD, Ills.—Lake Shore & Michigan Southern, and Pittsburg, Ft. Wayne & Chicago Railroads.

WASHINGTON HEIGHTS, Ills.—Pittsburg, Cincinnati & St. Louis Railroad.

JOLIET, Ills.—Chicago & Alton and Michigan Central Railroads.

OTTAWA, Ills.—Fox River Branch of Chicago, Burlington & Quincy Railroad.

LA SALLE, Ills.—Illinois Central Railroad.

BUREAU, Ills.—Peoria Branch Chicago, Rock Island & Pacific Railroad.

PEORIA, Ills.—Peoria, Pekin & Jacksonville; Rock Island & Peoria; Indianapolis, Bloomington & Western; Illinois Midland; Pekin, Lincoln & Decatur; and Toledo, Peoria & Warsaw Railroads.

BURLINGTON CROSSING, Ills.—Chicago, Burlington & Quincy Railroad.

ROCK ISLAND, Ills.—Western Union; Rock Island & Peoria; and St. Louis and Rock Island Division Chicago, Burlington & Quincy Railroad.

DAVENPORT, Iowa—Davenport & North-Western Railroad.

WILTON, Iowa—Oskaloosa Division Chicago, Rock Island & Pacific Railroad.

WEST LIBERTY, Iowa—Burlington, Cedar Rapids & Northern Railroad.

IOWA CITY, Iowa.—Branch of Burlington, Cedar Rapids & Northern Railroad.

GRINNELL, Iowa—Central Railroad of Iowa.

NEWTON, Iowa—Newton & Monroe Railroad.

DES MOINES, Iowa—Keokuk & Des Moines Division and Winterset & Indianola Branch Chicago, Rock Island & Pacific Railroad; Des Moines & Ft. Dodge; and Des Moines & Minnesota Railroads.

INDIANOLA, Iowa.—Branch of Chicago, Burlington & Quincy Railroad.

ATLANTIC, Iowa—Audubon Branch Chicago, Rock Island & Pacific Railroad.

AVOCA, Iowa—Harlan Branch Chicago, Rock Island & Pacific Railroad.

COUNCIL BLUFFS, Iowa—Union Pacific; Kansas City, St. Joseph & Council Bluffs; Chicago & North-Western; and Chicago, Burlington & Quincy Railroads.

OMAHA, Neb.—Union Pacific; Omaha & North-Western; and Burlington & Missouri River Railroad in Nebraska.

MUSCATINE, Iowa—Branch of the Burlington, Cedar Rapids & Northern Railroad.

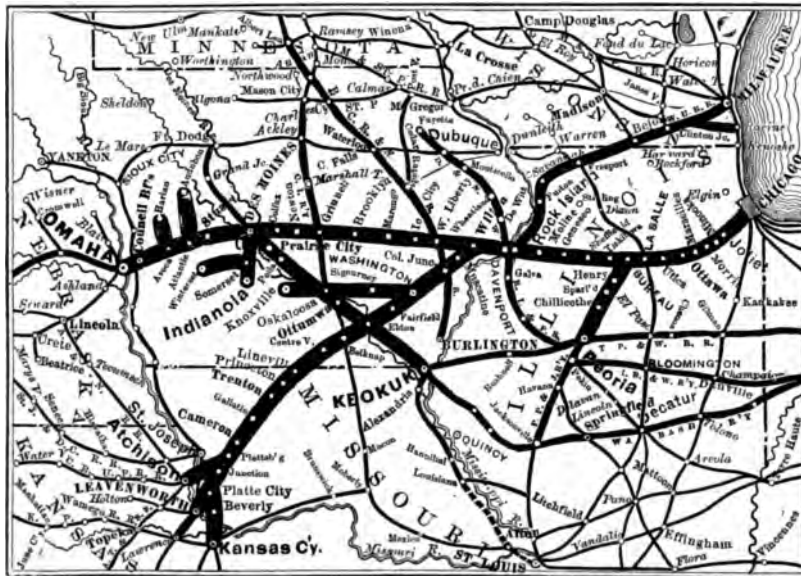
COLUMBUS JUNCTION, Iowa—Burlington, Cedar Rapids & Northern Railroad.

WASHINGTON, Iowa.—South-Western Division Chicago, Rock Island & Pacific Railroad.

OSKALOOSA, Iowa—Central Railroad of Iowa.

KNOXVILLE JUNCTION, Iowa—Keokuk & Des Moines Division Chicago, Rock Island & Pacific Railroad.

KNOXVILLE, Iowa—Branch of Chicago, Burlington & Quincy Railroad.



MAP OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

FAIRFIELD, Iowa—Chicago, Burlington & Quincy Railroad.

ELDON, Iowa—Keokuk & Des Moines Division Chicago, Rock Island & Pacific Railroad.

BELKNAP, Iowa—St. Louis, Kansas City & Northern Railroad.

CENTERVILLE, Iowa—Missouri, Iowa & Nebraska Railroad.

GALLATIN, Mo.—Brunswick & Chillicothe Railroad.

CAMERON, Mo.—Hannibal & St. Joseph Railroad.

PLATTSBURG, Mo.—St. Louis, Kansas City & Northern Railroad.

BEVERLY, Mo.—Kansas City, St. Joseph & Council Bluffs Railroad.

LEAVENWORTH, Kan.—Kansas Pacific; Kansas Central; and Missouri Pacific Railroads.

RUSHVILLE, Mo.—Kansas City, St. Joseph & Council Bluffs Railroad.

WINTHROP, Mo.—Kansas City, St. Joseph & Council Bluffs Railroad.

ATCHISON, Kan.—Atchison, Topeka & Santa Fe; Atchison & Nebraska; Central Branch Union Pacific, and Missouri Pacific Railroads.

MONROE, Iowa—Newton & Monroe Railroad.

EDDYVILLE, Iowa—Central Railroad of Iowa.

OTTUMWA, Iowa—Central Railroad of Iowa; St. Louis, Kansas City & Northern; and Chicago, Burlington & Quincy Railroads.

FARMINGTON, Iowa—Burlington & South-Western Railroad.

KEOKUK, Iowa—Toledo, Peoria & Warsaw; Wabash; St. Louis, Keokuk & North-Western; Chicago, Burlington & Quincy; and Missouri, Iowa & Nebraska Railroads.

The Chicago, Rock Island & Pacific Railway has in its possession an old time relic which is a quaint curiosity. It is a Time Table, printed upon a simple, plain letter, blue paper of double fold, two sides being black, one being devoted to train record, and the other to "Regulations." We give a verbatim copy, but we lack the modest and mild realism of the table printed twenty-seven years since, plain of lettering, concise in expression, and definite in instructions:

CHICAGO & ROCK ISLAND RAILROAD.

RAILROAD TIME TABLE, OCTOBER 18TH, 1852.

No train will be allowed under any circumstances to leave a Station before the time specified in this table.

LEAVE	Separate Distance Miles.	Aggre- gate Distance Miles.	GOING WEST.		GOING EAST.	
			First Passenger Train.	Second Passenger Train.	Second Passenger Train.	First Passenger Train.
Chicago.....			A. M. 8.00	P. M. 5.00	9 15	8.30
Junction.....	5.80		*8.15	5.15	9.00	*8.15
Blue Island.....	9.17	14.97	8.45	5.45	8.35	7.45
Bremen.....	7.75	22.72	9.15	6.15	8.10	7.15
Mokena.....	6.06	28.78	9.35	6.35	7.55	6.55
Joliet.....	10.70	39.48	10.00	7.00	7.30	6.30
					P. M.	A. M.

* Place and Time of Meeting.

First Passenger Train from Chicago passes First Passenger Train from Joliet at Junction, at 8.15 A. M.

NOTE.—Whenever the trains from the West are unable to reach Chicago by 8.30 A. M. and 9.15 P. M., they are required to stop at the Junction until the Northern Indiana trains from Chicago pass.

And then follow many original and quaint rules, signed by Addison R. Gillmore, Superintendent.

LANDS OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

This corporation has tracts of the richest agricultural lands in the west, for sale upon such advantageous terms that all may secure homes without wandering to the "far west." These lands are situated in the good State of Iowa—a State out of debt; well watered; sufficiently timbered; supplied with vast quantities of coal; healthful and of fine climate. The Corporation furnishes land tickets at special rates. These tickets have attached a receipt for the fare paid (to be retained by the purchasers), which is allowed on the purchase money of land bought from the company, in accordance with the conditions thereon printed; viz: "The person to whom this receipt is issued makes the trip with a view to the purchase of lands belonging to

the company. If he makes such purchase within sixty days from date, the sum herein specified will be applied on the purchase money, subject to conditions."

The main body of these lands are situated in the counties of Audubon and Harlan, and two branch lines have recently been built to the center of the lands, one running from Atlantic, Iowa, north to Audubon, twenty-six miles, and the other from Avoca, Iowa, north thirteen miles to Harlan.

The price of the land varies, of course, according to situation and quality. The general range of prices is from five to ten dollars per acre, with some few tracts in very favorable locations, or near the larger towns, at figures somewhat higher. The *average* price of the more desirable tracts is about eight dollars per acre.

The settler in this part of the Great West will have to encounter few of the hardships of colonizing a new country. His farm will be but a short distance from one of the main railway lines of the country, the popular "*Rock Island*" Railroad, ready to carry its produce, either west or east, to the most extensive markets in the world; he is within easy distance of some growing town, where all his wants can be readily supplied; schools and churches are already built in almost every locality; and in a very few years he will find himself a citizen of as well settled and prosperous a community as can be found in the best farming districts of the Eastern and Middle States.

In Western Iowa he will find all the conditions an enterprising industrious man can want—a healthful climate, fertile soil, good markets for the products of his labor, and an intelligent, go-ahead people for neighbors.

MILES IN OPERATION OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

Chicago to Davenport, Iowa, 183 miles; South Englewood to South Chicago, Ill., 6; Bureau to Peoria, Ill., 46; Davenport to Missouri River, Iowa, 317; Des Moines to Indianola, Iowa, 23; Somerset Junction to Winterset, Iowa, 26; Atlantic to Audubon, Iowa, 26; Avoca to Harlan, Iowa, 13; Des Moines to Keokuk, Iowa, 162; Wilton to Knoxville, Iowa, 128; Washington to Leavenworth, Kan., 273; Edgerton Junction to Atchison, Kan., 30. Total miles, 1,233.

OFFICERS OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

HUGH RIDDLE, PRESIDENT, CHICAGO, ILL.
F. H. TOWS, Sec'y and Treas., New York City.
A. KIMBALL, Gen'l Superintendent, Davenport, Ia.
W. G. PURDY, Local Treasurer, Chicago, Ill.
E. ST. JOHN, Gen'l Tk't & Pass. Agt., Chicago, Ill.
W. A. STRONG, Ass't Gen'l Pass. Agt., " "
A. TEMPLE, Ch'f Clerk, Gen'l Tk't Dept., " "
R. H. CHAMBERLAIN, Train Mstr., Ill. Div., " "
GEO. F. WALKER, Sup't S.-W. Div., Trenton, Mo.
J. F. PHILLIPS, Paymaster, Chicago, Ill.
A. R. SWIFT, Sup't Telegraph, " "
J. D. MARSTON, Gen'l Baggage Agt., Chicago, Ill.
S. S. STEVENS, General Agent, Council Bluffs, Ia.
E. F. RICHARDSON, Gen. East. Pass. Agt., N. Y. Cy.
A. B. FARNSWORTH, N.-E. Pass. Agt., Detroit, Mich.
S. A. BENT, Penn. Pass. Agent, Philadelphia, Pa.
R. MCC. SMITH, Gen'l Trav'g Agent, Chicago, Ill.
P. J. SANFORD, Gen. East. Freight Agt., New York.

DAVID DOWS, VICE-PRES., NEW YORK CITY.
THOS. F. WITHROW, Gen'l Solicitor, Chicago, Ill.
A. MANVEL, Ass't Gen. Sup't & Pur. Agt., " "
C. F. JILSON, Auditor & Ass't Sec'y, " "
JNO. T. SANFORD, Freight Traffic Mgr., " "
W. M. SAGE, General Freight Agent, " "
JOHN GIVIN, Division Freight Agent, Keokuk, Ia.
H. F. ROYCE, Sup't Iowa Division, Des Moines, Ia.
F. K. HAIN, Sup't K. & D. M. Division, Keokuk, Ia.
N. M. WHEELER, Sup't S. & D. Car Line, Chicago.
J. C. COOMBS, Depot Master, " "
J. H. MOUNTAIN, City Passenger Agent, " "
H. P. STANWOOD, Gen'l Agent, San Francisco, Cal.
A. A. KNOWLES, New England Pass. Agt., Boston.
PERRY GRIFFIN, S.-E. Pass. Agent, Cincinnati, O.
J. E. UTT, Gen'l Agent, Kansas City, Kan.
CLINTON JONES, Gen'l Trav'g Agt., San Francisco.
W. S. SPAULDING, Eastern Freight Agent, Boston.

UNION PACIFIC RAIL ROAD



SUNSHINE FALLS, BLACK HILLS, NEAR SIDNEY & BLACK HILLS STAGE LINE.
REACHED VIA THE UNION PACIFIC RAILROAD.

AND here we are at the threshold of our boundless, our bountiful New West. In tracing our path from the eastern sea to the Missouri, we have had need to pause in choosing from a perfect labyrinth of railways, for, as has been seen, their name is legion, their array of luxuries almost identical, and though after leading for a time in widely diverse ways, their grand beacon and magnet is the Occident. At Council Bluffs they converge—or their connections do—and the great Trans-Continental Line, the only iron link uniting the eastern and western world, shoulders the burden of them all.

Omaha, with its 30,000 vigorous people, its twenty church and college spires, its ceaseless din of building and manufacturing, and its handsome oak-embowered homes

on a dozen hills, is a fitting gateway to our newest, grandest empire. Luxurious as have been our surroundings on eastern roads, we confess a strong penchant for Pullman and parlor car life on the Union Pacific, where we first encounter the charming courtesy, aye, chivalry, which is spontaneous with peer and servant alike all over the new West, from the British line to Mexico.

For hundreds of miles along the Platte, whose banks we closely follow, gardens and fields stretched out are dotted by comfortable farm houses, and all around lies that seemingly boundless, pulseless ocean—the prairie—offering homes for the millions yet to come. And pioneering is no longer necessary here. A continental garden spot, sparkling with its exquisite attire of wild flowers, sprinkled with pretty towns and villages, with homes already clustered, with churches, schools and societies firmly established, furnishes a scene so beautiful and suggestive, that it rests the heart and



GREEN LAKE, COLORADO, NEAR LINE OF COLORADO CENTRAL RAILROAD.

REACHED VIA UNION PACIFIC RAILROAD.

brain to look upon it. Far distant from the heated and enervating South, well removed from the too rigorous North, fertile to the end, and with the best markets in the world at its eastern and western doors, the great Platte Valley offers inducements to our landless poor which cannot be over-estimated. Fremont, Columbus, Kearney, Grand Island, North Platte, and Sidney are among the cities of from 3,000 to 5,000 population in Nebraska, strung along and nurtured by the Union Pacific Railroad.

This region verges naturally into the great cattle hive of the continent, where hundreds of thousands of cattle, horses and sheep keep company with the buffalo and antelope, gathering flesh and sinew from the nutritious grasses winter and summer and therefore being produced at the simple cost of herding and branding, and netting the owners from twenty-five to forty per cent. interest per annum. Free ranges are unlimited, and with slight risks, the stockmen operating along the Union Pacific, who

market from three to four million dollars worth of cattle annually, seem to be singularly free from the usual manifold vexations of business.

At Sidney, 414 miles from Omaha, we see Concord coaches of the Black Hills Line receiving their loads of passengers, mail and express, and are reminded that this is the shortest, safest, and by all odds the best route to that golden Eldorado; that the Hills yielded \$4,000,000 worth of the precious metals last year, and that the 15,000 prosperous pioneers now there will eagerly welcome thousands more to help develop their rich mines, to cultivate their beautiful valleys and utilize their broad pastures. It is only 260 miles from Sidney to Deadwood; the coaches run daily, making the trip in about forty-eight hours, and passing through all prominent points in the Black Hills en route.

Cheyenne, Wyoming's capital and metropolis, one of the brightest and most substantially built towns in mid-west, contains 5,000 people, and is the point at which



LITTLE ZION VALLEY, UTAH, NEAR LINE OF UTAH SOUTHERN RAILROAD.

REACHED VIA UNION PACIFIC RAILROAD.

the Colorado Central Railroad diverges from the Union Pacific, for Fort Collins, Boulder, Longmont, Golden, Denver, Central Georgetown, Leadville and other prominent cities in the Centennial State. On the Colorado Central we find such luxuries as the Horton Reclining Chair Cars, and we soon discover that it is the only line which runs along the base of the Rockies, and affords us a continuous view of the grandest mountain panorama in the world. It is the only route traversing the rich and populous agricultural districts of the state, or that penetrates the immense gold and silver belt. By it we are furnished exquisite mountain views at every mile of progress, and are finally set down in the midst of the most rugged and beautiful cañon scenery, or within stone's throw of Colorado's most famous medicinal springs. Such picturesque and popular resorts as Boulder Cañon, Estes Park, Clear Creek Cañon, Idaho Springs, Green Lake, Middle Park, Manitou, and the finest hunting grounds and trout

streams of Colorado are now all within easy reach via the Colorado Central Railroad. As for that great center of attraction in the mining world—Leadville—whose dazzling promises and often richly seductive fulfillments have drawn together 20,000 excited toilers—the Union Pacific and Colorado Central through route is a general favorite.

Returning from Colorado's lovely scenes to the great Overland Line, and proceeding westward from Cheyenne, we soon cross the main range of the Rockies at Sherman, glide through that splendid inter-mountain pasture land—the Laramie Plains—in whose center fair Laramie City is located, and roll on pleasantly through Rawlins, Green River, Evanston and other progressive Wyoming towns, finishing our journey on the Union Pacific by a fifty mile dash through those grandly fashioned, beautifully crowned hallways of the Wasatch Mountains, Echo and Weber Cañons, emerging in a land of fruits and flowers—the valley of Great Salt Lake.

At Ogden, 1,032 miles from Omaha, the Central clasps hands with the Union Pacific Railroad, and carries us westward to Nevada, California, Arizona, and all of that western world known as the Pacific Coast, and at San Francisco connects with palatial steamships for the distant isles, and the still more distant empires of the Pacific ocean.

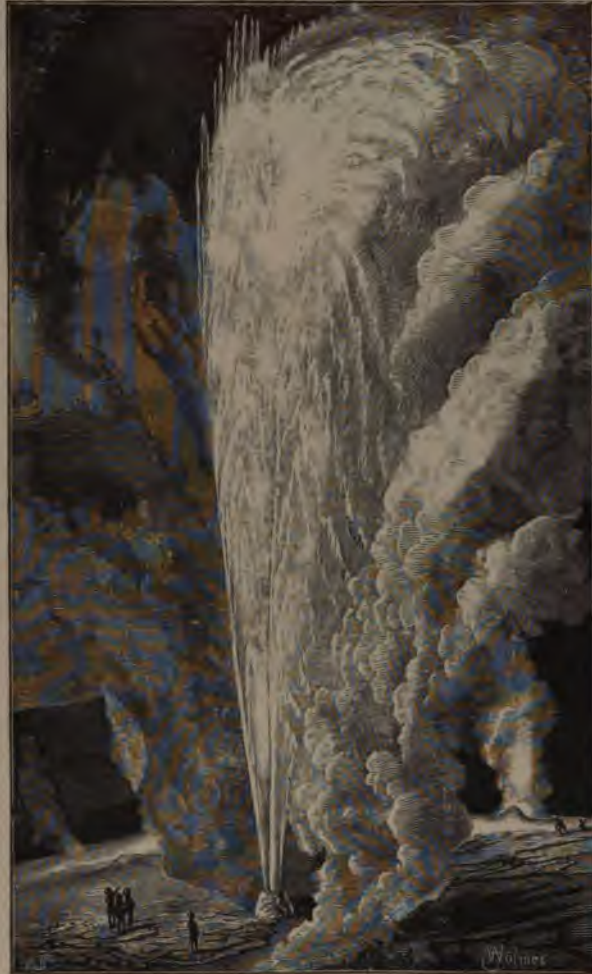
Also at Ogden we find as feeders and integral parts of the Union Pacific, the Utah Central and Southern railways leading southward to Salt Lake City, distant thirty-five miles, and to Bingham, Sandy Alta, Stockton, and with connecting stage lines, affording rapid transit to those great mining districts, Frisco and Silver, Reef in Southern Utah, and Pioche in Nevada. Along the way are exquisite scenic attractions, those afforded along the shores of the American Dead Sea and Utah Lake, and by American Fork Cañon, being already famous the world over.

Stretching northward from Ogden into the very heart of Idaho, rapidly progressing toward the mountain-locked Territory of Montana, and soon to reveal to an admiring world the almost supernatural wonders of Yellowstone National Park is the Utah & Northern Railroad, another of the wide-spreading arms of the Union Pacific. It has reached Snake River, 212 miles north of Ogden, and its mission is not only to penetrate the region above named, but also to extend to those empires of the Northwest, Oregon and Washington. The Snake River gold mines—which line the noble stream for 400 miles and are now to prove the most extensive and valuable placer deposits ever discovered, are already crossed by the Utah & Northern track, while the Salmon River quartz mining district which sends out ore yielding from \$2,000 to \$10,000 to the ton, are less than 150 miles from the present terminus. Westward 200 miles from Eagle Rock Station on Snake River are Boise, Silver City, Idaho City and other prominent towns of Idaho, all connected with the Utah & Northern by a good wagon road. And to the northwest 500 miles are the settlements of eastern Oregon and Washington. There the migratory star of Empire is pushing eastward and as the tide is also rapidly pushing westward toward it from the Utah & Northern terminus, we may soon see Orient and Occident hand in hand.

Montana, a vast empire in itself, is now easily reached, the rails of the Utah & Northern being only some fifty miles from its southern boundary and such important centers as Virginia, Butte City, Deer Lodge, Bannock and Helena are only from 200 to 210 miles distant. Stages run from the terminus daily, reaching these points in from forty to sixty-five hours. Montana is a literal network of rich mineral veins and gulches which have already yielded \$150,000,000 in gold and silver, possesses pasture fields greater in extent than the great State of Illinois, where a nation of cattle, sheep and horses could fatten at all seasons without shelter, and has within its borders 2,000 miles of navigable rivers as well as dozens of streams and arable valleys, rang-

ing from 100 to 500 miles in length each. It is the richest of all our unoccupied domain, offering unequalled inducements for capital and labor alike, and can now be easily reached via the Union Pacific and Utah & Northern Railroads.

Yellowstone Park, America's beautiful wonderland, which will be within a days stage ride from the Utah & Northern terminus during the summer of 1879, contains an infinite array of scenic and phenomenal attractions. Geysers which throw rivers of boiling water 250 feet into the air, water-falls nearly double the height of Niagara, lakes higher above the sea than the summit of Mount Washington and



FAN GEYSER, YELLOWSTONE PARK, NEAR UTAH NORTHERN RAILROAD.
VIA UNION PACIFIC RAILROAD.

which could float the navies of the world, cañons so deep, wild and gorgeously colored that artists who have faithfully reproduced them have been the laughing stock for eastern critics, grand forests crowded with noble game and enchantingly beautiful waters swarming with trout are only a few of the attractions offered by this singular domain.

S. H. H. CLARK, General Superintendent.

THOS. L. KIMBALL, General Passenger and Ticket Agent, Omaha, Neb.



EVER in the front ranks! Thus thought we, as we found ourselves face to face with the energetic and dauntless line which was the first to penetrate the by-gone wilds of Illinois, Iowa, Wisconsin and Minnesota, and to startle the waters of the Mississippi and Missouri rivers almost into a smile.



LAKE DELLS, MILWAUKEE, WIS.

ON THE CHICAGO & NORTH-WESTERN RAILWAY.

Glittering in the sunlight the engine was panting in stern impatience to be away in its mad chase over the world—a madness with a method and a system that defies all rivals. Strong and ponderous yet delicate and sensitive. It is an exacting monitor, faithful to the last when its mandates are fully met, but transformed into a desperate, cruel, relentless administrator of fate whenever its laws are violated. Many a fair lady would be fortunate indeed if she possessed the true, honest love this glory of mechanism receives. The bronzed-faced man up yonder has a blessing at the tip of every finger the resolute hand which governs this stupendous concentration of strength.

By referring to our map, the reader will discern that THE NORTH-WESTERN has direct and most advantageous routes to all north-western resorts, besides its great westward line leading to Council Bluffs. It makes immediate and convenient connections with lines in all directions, as given in our table. It is safe, perfectly equipped, furnished with Pullman Palace Drawing Room and Sleeping Cars. Their Hotel Cars are unsurpassed in cuisine and elegance. The North-Western has most emphatically not only a giant groundwork by means of its everywhere-reaching lines, but it has built grandly upon the foundation, and now in might, that is kindly and earnest, girts the North-West.

ON THE ROUTE WESTWARD, VIA THE GALENA DIVISION.

Leaving Chicago, from the Wells Street Depot of the Chicago & North-Western Railway, you pass through a succession of towns and villages that are not improperly called suburban to Chicago, for the larger proportion of their citizens are engaged in business in Chicago, while having their homes at these stations.

WHEATON, twenty-four miles from Chicago. A thriving village of 1,500 people, (county seat of Du Page county), situated on high rolling prairie, surrounded by a fine farming and grazing country. It is the seat of Wheaton College, which stands on elevated ground on the north side of the railroad, has two hundred students, is in a flourishing condition, and amongst the educational institutions of the west, holds no second place.

JUNCTION, thirty miles from Chicago, and at the west end of the double track of the Galena Division. The corporate name of the village and the official name of the Post Office is *Turner*.

From this point "The Freeport Line," and "The Fox River Branch" of the C. & N.-W. Ry. diverge northwardly, and from here is a short line of railroad that runs southwardly to Aurora.

ROCHELLE, seventy-five miles from Chicago. This town is in Ogle county, fifteen miles from Oregon, its county seat, which is reached by the *Chicago & Iowa Railway*, a line that runs from Rochelle to Forreston.

DIXON, ninety-eight miles from Chicago. Dixon is the county seat of Lee county. This county was organized in 1839, having a population of over 32,000 souls. Of all the counties in Illinois, few equal Lee in productiveness of soil, and none surpass it in beauty of surface and healthfulness of climate. This western Eden, in the northern portion of the Rock River Valley, has lost none of those attractions which famous writers have so beautifully delineated in both prose and poetry. Forty years, it is true, have worked wonderful changes. Then it had been said that the country bore the character of one that had been inhabited by a people skilled in all the ornamental arts of landscape gardening. Villages, castles and inclosures only were wanting; everywhere were lawns, flowers and gardens, and stately parks, as if they had been scattered by the hand of art at equal intervals, with frequent deer and peaceful cattle, yet all more suggestive of man than of nature. These lovely features still remain, and the herd have multiplied a thousand fold. The villages have sprung up as it were in a day. The inclosures have been built, the stately thickets have grown to luxuriant forests, and what was then a paradise to the eye has become the fruitful garden of the world. Only a few years have passed since "Black Hawk" made these beautiful regions romantic with memories of Indian warfare, and gave to the "Rock River Valley" associations like those of the "dark and bloody ground" of Kentucky.

The city of DIXON is built on both sides of Rock River, which is here crossed by two handsome bridges. Its fine water power is utilized by many large manufacturing interests. The business portion of the city is built on the sides of hills sloping towards the river, with the residence portion on the higher hills beyond. It is one of the most sightly and enterprising cities in the west, and bids fair to attain very large proportions. At Dixon we cross the northern division of the *Illinois Central Railroad*, and by this road passengers can reach *Polo, Forreston, Lena, Nora, Warren, Galena*, and

Dubuque, and Mineral Point, Calamine, and Plattville north, as well as *Amboy, La Salle, Wenona, Minonk, El Paso, Normal, Bloomington*, and other points south.

STERLING, 110 miles from Chicago, is a flourishing city of over 6,000 people, situate on the north bank of Rock River. The city is lighted with gas and has water works, many fine school houses, churches, banks, newspapers, reading rooms, an opera house, and many large manufacturing establishments.

MORRISON, 119 miles from Chicago. This is the county seat of Whiteside county. The county court house is a fine building, and cost \$250,000 in 1864. The city has a population of 3,000.

FULTON JUNCTION, 135 miles from Chicago. At this point we reach and cross the *Western Union Railroad*. By this connection we can reach *Albany, Cordova, Port Byron, Hampton, Moline and Rock Island*, south, and *Savanna, Mount Carroll, Lanark, and Shannon*, north. *All trains make close connections here at a union depot.*

FULTON, 136 miles from Chicago. This city is on the east bank of the Mississippi river. It is the seat of the Northern Illinois College, occupying building that cost \$100,000 and having 125 students.

ACROSS THE MISSISSIPPI.

One hundred and thirty-seven miles west of Chicago, we reach the Mississippi river, and cross it on a magnificent iron bridge, owned and used exclusively by this railway company. This was the second bridge that was completed across this river, and to-day stands unsurpassed for beauty, strength and permanency. Its length is 4,219 feet, and it has nine iron spans over west channel, and three iron spans and a "draw" over main channel.

THE CHICAGO, DUBUQUE & LA CROSSE LINE.

It will be observed, by examining our map that we show a line to *Dubuque* and *La Crosse*, via *Clinton*. While the Chicago & North-Western Railway Company does not own the line north of Clinton, yet it gives to and receives from that line a large trade, and it forms the north end of the line named above. It runs along the west bank of the Mississippi river, and within a stone's throw of it most of the way. A more pleasurable trip cannot be taken than one along this line in the summer season. Starting northward from Clinton it passes through *Lyons, Bellevue, Dubuque*, the northern "gate city" of Iowa, with its 22,000 people; *Specht's Ferry*, with 1,000 population, (near here a branch line runs westward, and passes through *Elkport, Volga City*, and several smaller villages); *Guttenburg, Clayton, McGregor* and *North McGregor*, with 5,000 inhabitants, (connected with *Prairie du Chien* by bridge and ferry); *Lansing*, with 3,000 inhabitants; *Brownville*; and to *La Crosse (La Crescent)* where a junction is formed with the *Madison Division* of the Chicago & North-Western Railway and with the *Southern Minnesota Railroad*. By this last named connection you have access to and from the towns along that line. Besides passing through smaller places it runs through *Houston, Rushford, Lanesboro, Spring Valley, Ramsey, Albert Lea, Wells, Delavan, Winnebago* and to *Jackson* in Martin County. This line runs through the great wheat region of Minnesota, and transports nearly one-third of the entire wheat yield of the State.

STILL WESTWARD.

Returning to Clinton after our trip over the Chicago, Clinton, Dubuque & Minnesota and Southern Minnesota Railroads, or if we continued westward without having left the train at this place, we next reach

CLINTON, 138 miles from Chicago. This city with its 11,000 people, is located on the west bank of the Mississippi river, at the west end of the bridge. Its streets are wide, well paved as a rule, and shaded with ornamental trees. Within the city limits are fine stone quarries, giving excellent building stone.

CAMANCHE, 143 miles from Chicago.

DE WITT, 157 miles west of Chicago, has a population of 2,500. It is well built, on a prairie sloping towards the south, and surrounded by groves.

WHEATLAND, 173 miles west of Chicago. This station with population of 1,500, is near the Wapsipinicon river, and many sportsmen come here to shoot ducks, geese, snipe and woodcock, and to fish for the many varieties of fish, with which the river is stocked. At this point we make connections with the *Davenport & St. Paul Railway*, for *Toronto Oxford Mills, Wyoming, Monticello, Hopkinton, Delhi, Deleware* and *Fayette*, in the north, and for *Eldridge* and *Davenport* in the south. The passenger trains make close connections here.

STANWOOD, 190 miles from Chicago. At this point the *Stanwood & Tipton Railway* (owned by this Company,) branches off the main line and runs eight miles south-east to Tipton. Passenger trains run between Stanwood and Tipton, and connect with all the passenger trains of the main road.

TIPTON, 198 miles from Chicago, is at the southern terminus of the *Stanwood & Tipton Railway*.

CEDAR RAPIDS, 219 miles west of Chicago. This city one of the most important in the State, is built on both sides of Cedar river, and bids fair to become the great manufacturing city of the State. The city is the most extensive railroad centre in the State. We form a junction here with the *Dubuque South-Western Railway*, which runs northeast to Farley, on the Iowa Division of the Illinois Central. By this connection we are enabled to reach *Marion, Springville, Viola, Monticello, Farley* and *Dubuque*, and to this point passengers from the west should come when going into northern Iowa, and Southern Central Minnesota. Here, also, we cross the line of the *Burlington, Cedar Rapids & Northern Railway*, over which route passengers and freight for *Shellsburg, Vinton, La Porte, Waterloo, Cedar Falls, Shell Rock, Clarkville, Rockfield, Ia., Nora Junction* and *Austin, Minn.*, find through trains and close connections. Traffic for *Linn, Independence, West Union, Clarmont* and *Postville* is also sent over the Postville branch of the road.

The Toledo and North-Western Railway starts from Tama and runs three miles northwest to the county seat, TOLEDO, 273 miles from Chicago, which is reached only by this route. *Toledo* has a court house, six public schools, eight churches, banks, newspapers, and a goodly number of business houses. Returning again to the main line, and passing westward, we reach

MARSHALLTOWN, 289 miles from Chicago. The city is handsomely built and contains 5,500 people and fine churches. At *Marshalltown* we cross *The Central Railroad of Iowa*, and it gives you direct connections for *Liscomb, Union, Eldora, Steamboat Rock, Ackley, Hampton, Mason City*, and *North Wood*, north of Marshalltown, and *Grinnell, New Sharon, Oskaloosa, Eddyville, Ottumwa, Albia*, etc., in the south.

AMES, 326 miles from Chicago. One mile distant is the seat of the Iowa Agricultural College and Model Farm, situate in center of 648 acres of land that were purchased for this purpose. It has a full corps of teachers, and is in a flourishing condition. Running south from Ames, 37 miles, is the *Des Moines & Minneapolis Railroad*. The trains of this road make close connections at *Ames* with all of the

passenger trains of the Chicago & North-Western Railway, giving it direct connections for Des Moines and the country beyond.

GRAND JUNCTION, 363 miles from Chicago. This station is of considerable importance by reason of its being the point where you cross the *Des Moines & Fort Dodge Railroad*, that gives you close connections for *Des Moines*, south, and *Fort Dodge*, in the north.

DENNISON, 424 miles west of Chicago. Rapidly descending the "Big Divide" we reach the beautiful valley of the main Boyer river, that has for fifty years been known all over the west as being one of the most beautiful and productive valleys to be found in any country. Its black, rich soil is from four to sixteen feet deep, and is apparently inexhaustible in all the elements needed for the growth of all the grains and grasses.

MISSOURI VALLEY JUNCTION, 467 miles from Chicago. The place was formerly known as St. Johns, and was for a season the terminus of the road. It is of consid-



PERCH LAKE, SPARTA, WIS.
ON CHICAGO & NORTH-WESTERN RAILWAY.

erable importance by reason of its being the southeastern terminus of the Sioux City & Pacific Railroad.

The Sioux City & Pacific Railroad. This railway starts from Missouri Valley Junction, and runs north to Sioux City, seventy-five miles, and has a branch from Missouri Valley Junction to Fremont, Neb., on the Union Pacific Railroad, forty-seven miles west of Omaha, and another branch running from Fremont northwest to West Point and Wisner, Neb. This line of railway forms the western link in our *Sioux City and Yankton Line*. Over this line *Onawa* and *Sioux City*, in Iowa; *Blair*, *Fremont*, *West Point*, *Wisner*, and other points in Nebraska, and, by its connection with the *Dakota Southern Railroad*, *Vermillion*, *Sioux Falls City* and *Yankton* are reached direct.

The Dakota Southern Railroad starts from Sioux City, Ia, and enters the territory of Dakota at the extreme southeast corner, and runs to the City of Yankton, the capital of Dakota, where it connects with steamers for the Upper Missouri. The

Dakota Southern, in connection with this line of steamers, runs nearly diagonally through the territory to Fort Benton, Montana, and has opened to settlement a large part of the best country both in Dakota and Northern Nebraska. This steamboat line furnishes an outlet to the Yellowstone and Upper Missouri.

The Sioux City & Pembina Railroad. From *Davis Junction*, a few miles west of Sioux City, and on the Dakota Southern Railway, a line of railroad is being built northward. It is now finished to Canton, on the east side of the Big Sioux river, and is being pushed towards Pembina, in the northeastern corner of the territory. It will run through Sioux Falls City and the Mennonite settlements up the river. A daily line of stages runs to Sioux Falls City.

On the western lines of the Sioux City & Pacific Railroad. After our hasty view of the Dakota Southern Railway we will return to Missouri Valley Junction, and take a hasty glance at the western branches of the Sioux City & Pacific Railroad. We leave Missouri Valley Junction, cross the Missouri river by a steam ferry and pass through Blair, Fremont, Nickerson, Hooper, Scribner, West Point and Wisner.

ON THE CALIFORNIA LINE AGAIN.

We now return to the California line again, and will proceed on our trans-continental trip.

MISSOURI VALLEY JUNCTION has a resident population of about 2,600. The surrounding country is full of game. Geese, ducks, brant, ruffed grouse, prairie chickens, quail, snipe, plover and woodcock are especially plentiful.

COUNCIL BLUFFS, 488 miles from Chicago. Here we have a city of 15,000 people, and the western terminus of the "Council Bluffs & California Line" of the "Chicago & North-Western Railway." Here you meet the Union Pacific Railway and take its trains for the far west.

OMAHA. Hurriedly we have spanned the 492 miles that separate Chicago from Omaha, and crossing the beautiful railroad bridge, you are landed in that live, wide-awake city, whose name is Omaha. If not going out on the Union Pacific, you can take the trains of the *Burlington & Missouri River Railroad in Nebraska*, and by them reach *Lincoln*, (the capital of Nebraska), *Crete* and *Beatrice*; or you can take the trains of the *Omaha & Northern Nebraska Railroad* for *Florence*, *Blair* or *Wisner*, and the country tributary. Supposing you are going to Colorado, Wyoming, Utah, Montana, Idaho, Nevada, the Pacific Coast, or, perhaps, to China, Japan, Australia, New Zealand, or the Sandwich Islands, you will take the Chicago & North-Western Railway from Chicago for Council Bluffs, and there take the trains of the *Union Pacific Railroad*, and pass through *Fremont*, *Columbus*, *Lone Tree*, *Grand Island*, *Kearney Junction*, *North Platte*, *Sidney*, and reach *Cheyenne*, 516 miles from Omaha, and 1,008 miles from Chicago. Here you leave the train if you are going to any point in Colorado. Passing south by the *Colorado Central Railway*, you cross apparently sterile plains, and run through *Longmont*, *Golden*, etc., to *Denver*. You run along, with the snow-clad peaks of the main Rocky Mountain range in full view, and in six hours after leaving Cheyenne, you reach *Denver*.

THE IOWA MIDLAND LINE.

We will take up another line of our road, and starting from the Mississippi river, take up a stitch we dropped, and try to unravel a little more of what we fear is, to many, a much-tangled skein.

At CLINTON, we are on the west bank of the Mississippi river. Here we will strike northward for a short trip, and leaving the main line of the Iowa Division, we will run over the *Iowa Midland Railway*, which is a branch line owned by the Chicago and North-Western Railway. Three miles above Clinton we reach

LYONS, 141 miles from Chicago. This city with 4,500 population is situate on the west bank of the Mississippi river.

DELMAR, 171 miles from Chicago, is at the junction of the Davenport & St. Paul Railroad.

MAQUOKETA, 176 miles from Chicago, is the county seat of Jackson county and has 4,000 inhabitants, is built on both sides of the Maquoketa river, and on the edge of the largest body of timber there is in the State of Iowa (hence they call this the "timber city.") Before the railroad was built here, steamers ran from the Mississippi river to this point. The city is picturesquely located on high bluffs, and has fine, wide, well paved streets.

ANAMOSA, 210 miles from Chicago, is the county seat of Jones county. Much of the land is rolling prairie, but a portion is hilly and somewhat broken, especially along the course of the Wapsipinicon river, that runs through the county. The Iowa State Piscicultural establishment is located in this county, and from it many thousands of young fish are being sent out to stock the streams and lakes of the State.

THE FREEPORT AND DUBUQUE LINE.

Leaving Chicago from the Wells Street Depot and following the course of the Chicago & Omaha line to Junction, thirty miles west of Chicago, we reach the "Freeport Branch," and will follow it to its junction with the Illinois Central Railway, which forms the northwestern portion of the "Dubuque Line." At thitry-five miles from Chicago we reach

WAYNE, in Du Page county, and in the great dairy region of Northern Illinois.

CLINTONVILLE, thirty-nine miles from Chicago.

ELGIN, forty-three miles from Chicago, divided by Fox river into West and East Elgin. We here have a beautiful city of some 12,000 persons. It is the headquarters of the dairy interest of the Fox river valley, and is the market for most of its dairy products. Elgin butter and cheese are noted the country over for their excellence. Within five miles of the city are cheese and butter factories that in 1875 produced over 2,000,000 pounds of cheese, and 600,000 pounds of butter. Besides manufacturing butter and cheese, the dairies ship large quantities of milk and cream to Chicago. Wherever known Elgin is noted for its beauty, thrift and enterprise. The Northern Asylum for Insane is located in the center of a tract of 480 acres of land, of which 160 acres were donated to the State by the city of Elgin. The buildings of the asylum are one mile southwest of the city, on the west bank of the river, and are in plain view from the cars as you pass along. The buildings and purchased grounds have cost the State some \$900,000, and are said to be the most complete and best conducted of any in the West. The National Watch Company have their works here, and employ constantly from 600 to 1,000 operatives, of whom one-half are females. Since the works were started, they have made over 20,000 watches. The buildings and machinery cost about \$600,000.

MARENGO is 66 miles from Chicago.

BELVIDERE is 78 miles from Chicago. This is the county seat of Boone county. Kishwaukee river runs through the city, and divides it into North and South Belvidere. South Belvidere is built on elevated prairie, and contains more than half of the 4,000

persons who comprise the population of this joint city. In the court-house square is the grave of "Big Thunder," a noted Indian warrior, who was killed there during the "Blackhawk War."

ROCKFORD is 93 miles from Chicago. This is the county seat of Winnebago county. At Rockford was held in 1845 the first meeting in the interest of railroad building west of Lake Michigan, and from the results of that meeting, and the aid then pledged, the great railroad we are now illustrating can be clearly traced. Rockford is essentially a manufacturing city. It is built on both sides of Rock river, which is here dammed, and supplies power for 135 manufacturing establishments which use its waters. The city is lighted with gas, has water works, a fine public library with 6,000 volumes of bound books, an efficient fire department, several newspapers, and several iron and stone bridges crossing the river. The schools, of which there are eight,



BIG SIOUX FALLS, NEAR SIOUX FALLS CITY, DAKOTA.

and the churches, of which there are sixteen, should not be forgotten. The population of Rockford is over 20,000, and is steadily increasing.

FREEPORT is 121 miles from Chicago. This city, with its 15,000 inhabitants, is the county seat of Stephenson county. Freeport is on Pecatonica river, 30 miles from its mouth. In 1852 from twenty to thirty stages arrived and departed from this city daily, it being then the farthest limit that could be reached by any other public conveyance. The first locomotive reached Freeport on August 25, 1853. At this point you reach the *Northern Division of the Illinois Central Railroad*, and with it form the *Chicago, Freeport & Dubuque Line*, over which the through distributing postal cars carrying the United States mails are run between Chicago and Lena, Nora, Warren, Apple River, Scales Mound, Council Hill, Galena, Dunleith, Dubuque, and all points west of that city.

TO THE NORTH AND NORTHWEST.

The Chicago & North-Western Railway Company owns two lines that run from Chicago northwardly, and one of these lines, sixty-two miles beyond Chicago, divides, and thereafter two lines are formed, that continually diverge, until their northern and northwestern termini are many hundred miles apart. Examine our map. Note Harvard Junction as the point of bifurcation—Ishpeming in the north, close to Lake Superior, as the northern terminus of one line, and Lake Kameska as the northwestern terminus of the other. Yet another peculiarity should be noted—after the North-Western line has reached Elroy, 150 miles from Harvard Junction, and 212 miles from Chicago, another line starts off toward the north, and ends at St. Paul and Minneapolis. This will be treated of in its proper place as a portion of our *Chicago, St. Paul & Minneapolis Line*. We trust you will fix in your minds the locale of these three lines, and be enabled to follow us when we come to describe the various points along them. The other line running northwardly from Chicago, referred to above, is the old Lake Shore, Chicago & Milwaukee Line, and is here mentioned for the reason that it, too, reaches at Fond du Lac, the Wisconsin Division, which forms a portion of the Green Bay & Lake Superior Line, which we propose to take up first. The Milwaukee Line, and its connection at Fond du Lac with the Wisconsin Division will be discussed in its proper place. With this preface, we will attempt to produce for your use a faint picture of the noted

CHICAGO, GREEN BAY AND LAKE SUPERIOR LINE.

This line is formed of the Wisconsin and Peninsula Divisions of the Chicago & North-Western Railway. The first runs from Chicago, via Harvard, Janesville Watertown, Fond du Lac and Oshkosh, to Fort Howard (Green Bay); and the last from Green Bay, via Oconto, Menomonee, Escanaba, and Negaunee, to Ishpeming, in the heart of the iron region of Lake Superior, and within twelve miles of the city of Marquette. This line is 421 miles long, without counting the many short branches that radiate from the main line near its northern terminus, and, with its connection to Marquette, gives us an all rail line, and the only one from Chicago to the shores of Lake Superior. It passes through as great a variety of scenery as can be found on any line. First, the old settled eastern part of Northern Illinois, with its suburban villages and cosy little towns; then through the grass and dairy region of Southeastern Wisconsin; then through as fine a farming and fruit region as the West or any other country produces, followed by the pine lands of the northeastern part of that State, and of the southern portion of the northern peninsula of Michigan; then the sand hill and cedar country, along upper Green Bay and the Escanaba river, and, finally, in the ribbed and rocky iron country. All this can be passed through in a summer day's journey, and can be viewed and enjoyed from the luxurious seats of the Pullman Palace Coach, as it passes daily on its journey from Chicago toward Marquette, or *vice versa*. Besides opening up the charming country along its own line, this road crosses and forms connections with a series of east and west roads, which together give entrance to all parts of the State of Wisconsin, and offer gateways to the summer resorts, and fishing and shooting grounds that are becoming so well and favorably known, not only over our own land, but in "the lands beyond the sea."

Please retrace your reading a little, and you will find that at Harvard Junction, sixty-two miles from Chicago, a line of this road diverged westwardly. This we will now follow up, and see of what it consists.

THE CHICAGO, ST. PAUL AND MINNEAPOLIS LINE.

When first opened, this was known as "*The Elroy Route*," and was named from the City of Elroy, through which it passes. This through line consists of the Chicago & North-Western Railway from Chicago to Elroy, (Wisconsin Division Chicago to Harvard Junction, and Madison Division Harvard Junction to Elroy), and the Chicago, St. Paul & Minneapolis Railroad, late West Wisconsin Railway, from Elroy to St. Paul, with the St. Paul & Pacific Railroad to make up its Minneapolis extension. Its trains of Pullman Palace Drawing Room Sleeping cars run through without change twice daily between Chicago and St. Paul, and no break is made in the journey. *We would here say this is the only road that runs Pullman Palace cars between Chicago and St. Paul by any route.*

Along this line is some striking scenery—prairie and lake, valley and mountain breezy, odorous woods, and quiet vineyard and farm scenes, follow in charming succession, so that none can complain of sameness or monotony.

Connected closely with the Chicago & St. Paul Line are several lines of road running from St. Paul, and over which passengers and freight, and from which large return business is received. Looking towards Duluth, Bismark, or the Manitoba country we first reach the St. Paul and Duluth Railroad. The line of this road extends from St. Paul, the head of navigation on the Mississippi river, to Duluth, at the head of Lake Superior, a distance of 155 miles; also a branch to Stillwater, on the St. Croix river. The northern Pacific Railroad is now in operation from Duluth to Bismark, Dakota, on the Missouri river, a distance of 450 miles. From Duluth to Brainerd, on the Mississippi river, a distance of 115 miles, the road passes through a gently undulating country, covered with a rich forest growth, embracing several varieties of pine, cedar, tamarac, ash, elm, maple, oak, and other woods. Coming out from Duluth, the tourist traverses the shores of the *Bay of Superior*, St. Louis Bay, and passing up the *Dalles of the St. Louis river*, has in constant view for some twenty-five miles, some of the most beautiful pictures of natural scenery that can be found in the northwest.

From Brainerd westward, the country gradually becomes more open, until, arriving at Detroit, some ninety miles west of the Mississippi river, the traveler finds himself in what has been appropriately named the Park Region of the northwest, so called on account of the many picturesque parks and groves, which, with the intervening lawns and undulating prairies, waving in the summer with luxuriant native grasses, and now dotted with the dwellings and fields of the new settler, present a beauty of landscape hardly surpassed by any on the continent.

The far-famed valley of the Red River of the North, is reached at a point 120 miles west of Brainerd. This great valley is about forty miles wide, and some 350 miles long, surface generally level, well watered by numerous streams on both sides of the Red river. The soil is a remarkably rich alluvial mold, from eighteen to twenty-four inches deep, with retentive subsoil of clay, peculiarly adapted for the growth of wheat. The Red river is the boundary line between Minnesota and Dakota, and from here westward, the road passes for 200 miles over an open, undulating prairie, broken only by the valleys of the Shaysenne and James rivers to its present terminus at Bismark, on the Missouri river.

Leaving St. Paul in a northwesterly direction, we have the first Division of the St. Paul and Pacific Railroad. Its lines of road are from St. Paul, Minn., to Sauk Rapids, Minn., and from St. Anthony, ten miles north of St. Paul, through Brecken-

ridge and Brainerd, Minn., to St. Vincent, on the borders of Manitoba. The branch line of this road, extending from St. Anthony Junction north, is completed, and opened through *Sauk Rapids*, to *Brainerd*, at the crossing of the Northern Pacific Railroad. The Pembina branch of the Canada Pacific is finished and being operated from St. Vincent (Emerson) to St. Boniface (Winnipeg), Manitoba.

TO SPARTA, WINONA AND BEYOND.

We have to retrace our steps, and find our way back to Elroy, but in this case there is no hardship, for we step into a magnificent Pullman Palace car to Elroy. Here we change cars if we come from the north, but if from Chicago we do not, as we have been in one of the Pullman Palace cars that runs through from Chicago to Winona on each through train. It should be borne in mind that the Chicago & North-Western Railway is the only road that runs these cars between Chicago and Sparta and Winona, and *any* point in Wisconsin or Minnesota. After leaving Elroy, and passing westward, we find Glendale, Kendalls, Wilton, Sparta, of which more anon, Bangor, West Salem, Winona Junction, Onalaska, Midway, La Crosse, Trempealeau, Winona, and push westward until Lake Kampeska is reached.

We can confidently recommend the *North-Western* for the following reasons:

Its great extent—its own lines covering important parts of five great States and one Territory, and its immediate connections covering an equally large area. Its well-known and everywhere acknowledged excellence as regards its superb track, its safety in road bed, bridges, and everything that goes together to make up a perfect road; its steel track, full complement of ties to the mile, rock and gravel ballast, the constant vigilance of its employes, the courtesy and kindness of its train employes—all tend to make it deserve and retain its good name. Pass along its main lines day or night, and especially at night, in fogs and storms, and you will see, of its army of 15,000 employes, ever present sentinels watchful for your safety, and for the safety, comfort and well-being of all its patrons. On no road in the world is the axiom, Eternal vigilance is the price of safety, more fully believed in and acted upon than on this. Its equipment is always kept abreast with the improvements and inventions of the day. For comfort its day coaches are unexcelled anywhere. Its palace drawing room hotel cars are the best in every sense that can be procured for money, and are as well served as years of experience have dictated the means or way. Between Chicago and several of its terminal stations, it is the only road that runs the celebrated Pullman palace drawing room sleeping cars. Miller's Patent Safety Platform, Coupler and Buffer, are considered to be indispensable to the safety of the trains on this line.

The Westinghouse Air Brake with which this road is equipped, is an invention by which all the brakes on the train may be set and loosened in an instant by the hand of the engineer. The "Angle Bar Joint" adopted by this road is the latest and best known invention for joining together the ends of the rails, so that they may be passed over as smoothly as any other part of the rail. It is a very expensive joint, but it is the BEST, and this road spares no expense that is necessary to procure the best of everything. Many other appliances looking toward the safety of its trains or the comfort of its patrons, are in daily use on the various lines of this road.

THE SUMMER RESORTS OF THE NORTH-WEST.

THE "Chicago & North-Western" reminds one of that pretty fabled story we used to hear in the dim twilight, regarding the "bean stalk" and the boy "Jack," who could never know to what height it would be in the morning. There's no settling upon termini, no confidence in answering the question—"can we reach it by way of 'The Chicago & North-Western'—since if one replies "nay," one is liable to learn of yet another track-stride that has taken place while one was sleeping. It has now become the custom among those interested in railway mile and route statistics, to sum up "The North-Western," and add "as it was yesterday." Beginning with a few miles of track, it has become the mighty transportation line of the great northwestern territory, radiating in all directions without the triangle defined by its Omaha line and



TROUT FALLS, SPARTA, WIS., ON C. & N.-W. RY.

Lakes Michigan and Superior. It has penetrated new sections of country, extended to the settled portions, and become the general highway throughout the vast territory paramount for its agricultural, mineral and manufacturing resources. Though it traverses, in many cases, new sections offering business, pleasure and speculative inducements, it obviates that *pieced up* method of reaching them, by short lines or circuitous routes. To the Tourist it offers a vast number of resorts, varied in inducements and scenery. It can transport one to far-away attractions 'mid grandeur and wildness, or it can give rest and recreation within a few hours ride of the city. Not the amiable and quiet repose that all rural towns possess, but the attractions of noted "resorts," and if one desires, "the fashion of the season." And yet, beyond all this—it reaches health-recuperating spots, possessing natural influences in climatic and mineral elements, adjacent to its central point, *Chicago*, as well as mountain and mineral districts waiting to surprise the explorer.

The Corporation has so perfectly equipped their lines that the most delicate may reach these favored resorts with the least possible fatigue, and the well may enjoy also home comforts even in the luxurious *Pullman Palaces* that speed over the North-Western tracks.

But we have digressed from our plan of speaking of designated resorts; indeed, *the North-Western* is so expansive that we must be excused if we are inclined to sweep over a vast space in haste. Its the way of the road, it is running trains in all directions over the north-west, at the same time, and may, in truth, be called *the great rural clock*, so accurately do they reach the hill-side towns.

We take up the Summer resorts, as near as we may, in order of their distance from Chicago.

LAKE FOREST is reached only by the Chicago & North-Western Railway being twenty-eight miles from Chicago, has nine daily passenger trains between it and Chicago each way; contains 2,000 inhabitants, the Lake Forest University, and a Female Seminary; these institutions having a national reputation for excellence.

This is one of the most delightful spots on the continent, and no person who can spare the time should fail to spend a few days at least in rambling through its groves, parks, and along the lake shore, which here has a gravel and sandy beach. It is situated on the highest ground between Milwaukee and Chicago.

People visiting Milwaukee or Chicago should go on this line to get a view of the many beautiful villages along the lake shore.

WAUKEGAN, Wis., has 8,000 people, fine hotels; situated on the ridge 100 feet higher than the lake, running parallel with the shore of Lake Michigan; is surrounded with nearly fifty small lakes.

It stands unrivaled in attractiveness as a resort; its beauty, fine drives, ravines, and mineral springs, making it a most desirable place for health and pleasure seekers.

It is reached only by the Chicago & North-Western Railway, being thirty-six miles from Chicago, and having seven trains daily each way.

MILWAUKEE, Wis., is the commercial emporium of the State; contains 150,000 people. Its buildings are mostly built of cream-colored brick, which are produced here in large quantities. Hotel accommodations are the best. The resorts are numerous, Lake Dells being the principal attraction.

In making the trip to Milwaukee or beyond from Chicago, stops should be made at EVANSTON, LAKE FOREST and WAUKEGAN, as these are places of unusual attraction, and can not fail to remunerate in enjoyment for the trouble of stopping off.

The Chicago & North-Western Railway is the only line that takes passengers along the lake shore, through these beautiful villages to Milwaukee, and is the only line that runs Parlor chair cars, and in which a good view of the lake and places can be had. The rate in the Parlor cars is only thirty-five cents for each chair between Chicago and Milwaukee, and twenty-five cents between intermediate points; in fact it is the only road you should think of selecting for Milwaukee or any point beyond.

LAKE ZURICH, Illinois, is but an hour-and-a-half's ride from Chicago, via the *Wisconsin Division*, and is a most charming retreat. It is named in honor of one of Switzerland's lake gems, and vies with it in charms and attractions. A sojourn here is an inexpensive luxury. The lake is girded all around with delightful groves, grass plats sloping in the intervals, and down to the pebbly beach where the waves sing softly. And ah! the fish awaiting the angler's coming — pickerel and black bass, innocent of the spear and torchlight, the hook and its intent.

MCHENRY, Ill., is on the Lake Geneva Line of the Chicago & North-Western Railway, fifty miles north by west from Chicago. Fox River flows through the village, and between the village and Fox Lake, eight miles, the excursion steamer "John S. Field," Captain Walter Hill, makes double daily trips during the summer season. This steamer will carry from thirty-five to fifty persons. A charge of fifty cents is made for the trip, but charters for the day, say between 8 A. M. and 6 P. M., will be made for about \$15. Besides those carried on the steamer, the owners have canvas sheltered scows, that will carry from two hundred to three hundred persons. These scows are towed by the steamer, so that pic-nic parties, Sunday School excursions, and the like, can be accommodated. This offers facilities for many pleasurable day's jaunts up and down the beautiful river.

LAKE GENEVA. This village is in Walworth county, Wisconsin, seventy miles north of Chicago. The Chicago & North-Western Railway is the only railroad that reaches it. In the summer season usually four trains are run each way daily, except Sundays, between Chicago and Lake Geneva. The railroad fares are as follows: Single trip, \$3.00; round trip, \$3.75; tickets good for ten rides, \$18.60. Round trip, good from Chicago on Friday or Saturday, and for the return on Monday, \$3.00. Trains run from Chicago to Lake Geneva in from two and one-fourth to three hours.

This is one of the most beautiful spots there is in the northwest. The village proper is built on the southeastern end of the lake, while all along its shores are the charming homes of hundreds of summer visitors. The lake is about fifteen miles long by two miles wide; its waters are deep and clear; its banks wooded, rolling and very picturesque. The village has several good hotels—the Whiting, Lake, St. Denis, etc. On the west side of the lake is Keye's Park and hotel. The hotel is large and very pleasantly located in the midst of the park; on every side are woods or flowers or the lake, which renders this one of the most charming resorts there is to be found anywhere. The lake is encompassed by excellent country roads, which allow of most charming drives. On the lake are several steamboats that make frequent trips across and around the lake each day. Many private yachts, steamers and sailing boats are owned by the summer residents. The nearness of this resort to Chicago, and its great beauty, has rendered it the popular resort for its merchants and business men, many of whom have their families at their summer homes on the lake shore, and daily go to Chicago to attend to their business pursuits, and return to the lake in the evening. Excellent quarters for single guests or families can be procured at the hotels, and in many private houses.

Little wonder that WISCONSIN, "Badger State," has acquired so wide a reputation, with hundreds of such enticing retreats as this. As long ago as the middle of the seventeenth century, gave glowing accounts of its rare fertility, its magnificent scenery, the freshness of its odorous pine clad hills, its dazzling, rapid, flashing streams, its cold, pure, deep lakes, and its invigorating summer climate; and so the beauty-loving French formed settlements in "Neekoospara"—so called by the Indians. The antiquary delights in the earthworks found scattered over the plains, evidently the work of a race even before the early French.

At AZTALON, is an ancient fortification, 1,700 feet long, and 900 feet wide, with walls five to six feet high and about twenty feet thick. This and yet another, near Blue Mounds, near Madison, resembles a human form in a recumbent position. Another resembles an eagle, and another a turtle. The Blue Mounds rise 2,000 feet above the surrounding country. Lake Pepin gives Minnesota and Wisconsin rare

scenery, hedged in by precipitous shores, 500 feet high, and every cliff and dell is beautified with an Indian legend, or historical romance.

ELKHART LAKE This lovely, but comparatively small body of water, is situated on the Milwaukee & Northern and Sheboygan & Fond du Lac Railroads, sixty-two miles north of Milwaukee. *No railroad runs from Chicago to this lake*, but by going to Milwaukee via the Chicago & North-Western Railway, on either of the trains that leave Chicago daily, except Sunday, at 8 A. M., or 10 A. M., at Milwaukee you can take the trains (from the Chicago & North-Western depot in that city) of the Milwaukee, Lake Shore & Western Railway to Sheboygan, there change cars to the trains of the Sheboygan & Fond du Lac Railroad, and in a few moments reach "Glen Beulah Station." This is the station of the Sheboygan & Fond du Lac Railroad nearest Elkhart Lake. Or at Milwaukee you can take the trains of the Milwaukee & Northern branch of the Wisconsin Central Railway and reach Elkhart Lake Station of that road. There is neither village nor town on this lake, but summer visitors find pleasant, comfortable and ample quarters in any of the many large and finely kept farm houses that line its shores. The place is 147 miles from Chicago. Single fare, \$5.50; round trip tickets, \$8.25. Usual train time from Chicago to this lake is five hours and forty-five minutes. Elkhart Lake is as pretty a little lakelet as can be found in the Northwest. No busy hum of business breaks its quiet, nor do gay throngs in fashionable hotels destroy for the weary that quiet that is so much desired; yet withal, it is not a lonesome or lonely place where "blue devils" have their haunts. It offers a sunny, happy, quiet home for those who love quiet combined with the good, plain nutritious living that alone can be found on the broad acres of the well stocked and thoroughly cultivated northern farm. Before taking your family to this pleasant spot, you should go or send some one in advance to arrange for your quarters. Board is furnished at very reasonable rates.

If you seek the quiet shores of this gem of Wisconsin lakes, you must look to it that your tickets from Chicago to Milwaukee read over the Chicago & North-Western Railway. It, and it alone, makes connections at Milwaukee with the Milwaukee, Lake Shore & Western road as above named.

SHEBOYGAN. This old and well known summer resort is fifty-two miles north of Milwaukee; situated on a long point that sets out into Lake Michigan about seven miles. It enjoys a cooler temperature in the summer than any other resort on the lake shore. Lake breezes fan it if coming from the north, south or east, and besides keeping the air cool and pure, absolutely prevent the annoyance from mosquitoes, which are such a pest in many other places. From these and similar insect "bores" it is as free as "an island in the waste of waters." The Park House and the Beekman are the principal public houses of entertainment, and they furnish ample quarters for hundreds of summer visitors. Private boarding houses are numerous and comfortable. Boating and fishing can be enjoyed to one's heart's content, and pleasant drives can be found for many miles on roads that are always good. There are two trains daily from Milwaukee. Fares from Chicago, single trip, \$5.00; round trip, \$7.50. Time from Chicago to Sheboygan, five hours. Our caution about taking the Chicago & North-Western Railway from Chicago should be repeated here, as it is the only road that can save you from an awkward omnibus transfer at Milwaukee.

FOND DU LAC is 176 miles from Chicago, located on the southern end of lake Winnebago; a ledge of lime-stone rock, rising 200 feet and in some places presenting precipices seventy-five to 100 feet high, border the eastern and southern margins of the prairie, on which the city is built. Within the city limits there are over 300 artesian

wells, out of which the purest water flows; the population is 18,000. Several yacht clubs make lake Winnebago their arena, and space enough they have, the lake being thirty-five miles long by twelve wide. It is the largest lake *within* any state in the Union, and surrounded by beautiful scenery. Lake de Neneu and Elkhart lake are near Fond du Lac.

APPLETON is situated in this valley, and not far from the city are the celebrated *Tesulah Springs*. The water is remarkably pure, and bubbles from the hillside, carried into reservoirs, about fourteen feet above the level of the river, the supply being 6,000 gallons per day. These springs lie near the foot of Grand Chute rapids.

GREEN LAKE. This *ne plus ultra* of summer resorts is so well known that were it not that this sheet will doubtless find its way into the homes of some who have not yet been here, we should say nothing about it. For those few who have not yet enjoyed the ever to be envied and boasted of enjoyment of a summer at Green Lake, we would say: Green Lake is 170 miles north and west of Chicago; 85 miles north and west of Milwaukee; 66 miles due west of Sheboygan; and 22 miles due west of Fond du Lac. It is in Green Lake county, Wisconsin; it has but one railroad—the



TEAL LAKE, NEGAUNEE, MICH.

Sheboygan & Fond du Lac. Its station, "Green Lake," is one mile from Dartford (the post office of the lake), and two miles from the lake and the hotels that are on its banks. The 9 A. M. train of the Wisconsin Division, and the 8 A. M. and 10 A. M. trains of the Milwaukee Division of the Chicago & North-Western Railway take the visitor from Chicago to Fond du Lac Junction, where will be found (daily except Sunday) waiting, the trains of the Sheboygan & Fond du Lac Railroad, that will take you direct to Green Lake. *Do not forget that this is the only route to Green Lake. By any other way from Chicago you have to take this road or reach the lake by wagons.* On the arrival of the trains of this road at Green Lake, you will be met by the carriages of "The Oakwood" or the "The Sherwood Forest" hotels. The 10 A. M. train, Milwaukee Division of the Chicago & North-Western Railway, is the best train for you to take unless you desire to stop at Milwaukee for a short rest. On this train are through cars, that run to the platform where you will find the Sheboygan & Fond du Lac train as mentioned. On this division of the Chicago & North-Western Railway are run elegant Parlor (chair) Cars. No other road runs this or any other form of Parlor or Drawing-Room Cars north of Chicago. Leaving Chicago in the morning,

you reach Green Lake about 6 P. M., and can rest about four hours at Milwaukee. The hotels at Green Lake are large, luxuriously furnished, and are kept in the same style as the modern first-class hotels of any of our large cities. The Sherwood Forest is on the opposite shore of the lake, and is embowered in the natural forest close by the lake shore. This lake is fifteen miles long and three miles wide. It is well stocked with boats, and offers every facility for boating, bathing and fishing. Carriages and saddle horses can be had at all times. Bowling alleys, swings, etc., etc., are provided for the guests. From three hundred to five hundred guests from different parts of the South can be found at this resort from June to October, and this has been the case for the last six or eight years, which is all that need be said in the way of commendation, for no family would go there year after year unless it furnished them with all the enjoyment they desired. It is probable that no Northern resort can offer the many attractions for ladies and children that Green Lake does. The fares from Chicago are—single trip, \$6.10; round trip, \$9.15.

Apply to L. A. Emerson, General Superintendent Sheboygan & Fond du Lac Railroad, Fond du Lac, Wis., D. Greenway or J. C. Sherwood, Dartford, Wis., for fuller particulars about Green Lake.

THE FOX RIVER VALLEY embraces a section of country between lake Winnebago and Green Bay, and is noted as a health resort. It has well cultivated farms, valley and hill-side, and one may listen to the roar of the cataract and the dash of the swift-rushing current. La Pere Marquette's pathway, was through the center of this valley so tenderly, and yet tearfully associated with the past. The most frightful Indian combats were here fought, and every step marks a dark tradition.

OSHKOSH, Wis., is a local station on the Chicago & North-Western Railway, 165 miles from Chicago, and the only direct way by which it can be reached without change of cars and tedious delays. It is a flourishing city, located on Fox river, at its entrance into Lake Winnebago. This lake is thirty-five miles long and ten to eleven miles wide, abounding in many varieties of fish. Its east shore, for an extent of fifteen miles, presents a remarkable feature, consisting of a wall of rock laid together, as if by the hand of man. There are many attractions for visitors, and many come here during the summer months. Good hotels are to be found here.

NEENAH and MENASHA, being in reality one town, as one station serves for both, they will be mentioned together. They are local stations on the Wisconsin Division of the Chicago & North-Western Railway, 178 miles north of Chicago. From Chicago they can be reached twice every day except Sunday, and once each Sunday by through trains without change of cars. The train that leaves Chicago by the Wisconsin Division at 9 A. M., is at Fond du Lac overtaken by the train that leaves by the Milwaukee Division at 10 A. M., and from Fond du Lac they are run to Green Bay via Neenah and Menasha as one train. The fare from Chicago for single trip is \$6.75, and for round trip \$10.15; time of trains about eight hours. These town are situated on Lake Winnebago, and for bass fishing are probably not equalled by any place in the country. The deep waters of this lake, fed by deep, cool rivers, seem to be peculiarly favorable for the growth of this excellent fish, and from the day the ice disappears from the lake in the spring until it is again frozen over, late in the fall, these fish are taken by the thousand. No matter how many the fishermen, the supply does not seem to be affected. Provision in the way of boats, lines, bait, guides, etc., etc., is provided by the hotels, so that the angler need have no care but to go there and be sure of excellent sport. John Roberts, of Robert's Hotel, makes a specialty of fitting out his guests with everything that is needed to make sure a pleasant day's sport. This hotel

is situated on Doty's Island, and a portion of the older part of his house was once the mansion of Ex-Gov. Doty of Wisconsin. Mr. Roberts meets his guests at the station, and will be glad to arrange for the sojourn of from one hundred and fifty to two hundred guests per day.

GREEN BAY, Wis., is 213 miles from Chicago, on the Chicago & North-Western Railway, reached by two daily trains, with Pullman Cars attached on the night train; contains 10,000 people; excellent hotels; the best accommodations are offered to summer tourists, or to those who desire a cool and pleasant retreat from the heat and malaria of the South. The city is surrounded on all sides but one by water; lying on the point of land at the confluence of the Fox and East rivers, and about a mile from the mouth of the former. "Cook's," the Beaumont, and the First National, are its leading hotels. Persons desirous of reaching Green Bay or any point north thereof, must see to it that their tickets read, all the way from Chicago to Fort Howard or beyond, via the Chicago & North-Western Railway, or they will meet with unpleasant and needless transfers, etc.

Yet further north, and ESCANABA, Mich., is found, situated at the head of Little Bay Des Noques, at the north end of Green Bay. The water of the lake is upon two sides of the city and the water of the Escanaba river on the third. Here in the piney woods, is a resort abounding in fishing, boating, and hunting. The naturalist finds the curious in nature, while the practical can investigate the mines of iron, silver, lead, copper and gold. Further on, and we reach the Lake Superior iron regions. Negaunee is hemmed in by mines.

MARQUETTE, Mich., is reached all rail only over the Chicago & North-Western Railway; is 430 miles from Chicago; contains 8,000 inhabitants; fine hotel accommodations; a healthier spot can not be named.

The principal business interests are those connected with mining. It is well supplied with excellent hotels and large summer boarding houses. The city is beautifully located on the Bay of Marquette, is well built, its streets wide, clean, and well paved. Its people are refined, educated, and extremely sociable and kindly. On the bay you have unequalled facilities for boating, and its waters are filled with fish, which seem eager to reward the angler, as they are caught in great abundance with but little labor. A few miles out in the bay are several large islands covered with virgin forests. These islands are favorite resorts for picnic parties, that reach them by sail boats, by steamer, or by small row boats, of which any number almost may be hired in Marquette at any time.

For the invalid or for the resident of our Southern or Eastern States, Marquette offers many inducements as a summer resort; the air is pure and clear; its days not hot, its nights pleasantly cool, and yet not cold, and its healthfulness unquestioned. Tourists should not go to Marquette before June—July, August and September are its best months.

This is *the place* for the victims of "hay fever" to go to. It has proved itself time and again to hundreds to be the "true healer" of that fearfully unpleasant disease.

The Chicago, St. Paul & Minneapolis Line carries us to the Minnesota resorts of the road. We pause at Madison, Wisconsin. Four lakes lie embossed like gems shining in the midst of groves of forest trees. On the west, the lofty peak of the West Blue Mound towers up 'mid the clouds. On Lake Monona plies pretty little steamers. The drives are charming; the fishing most excellent.

The tourist thus secures not only the most charming scenery and delightful atmosphere, but the recreation of testing his adroitness in the hook-and-line amusement. Nor does the city and its surroundings pause here. It has numerous other attractions.

MADISON, Wis., is a local point on the Chicago & North-Western Railway, 138 miles from Chicago; has a population of 15,000, is the capital of the State, beautifully situated between lakes Mendota and Monona. In the immediate vicinity are four lakes, Lake Mendota being the largest, and having clear, gravelly shores, and a depth of sixty feet. Madison has a number of very fine public buildings, several first-class hotels, and is one of the most popular resorts for pleasure seekers, the magnificent scenery, fine drives, facilities for rowing, fishing and hunting, and a beautiful climate, rendering it most attractive.

DEVIL'S LAKE, Wis., is reached only via the Chicago & North-Western Railway, being 172 miles from Chicago, 36 miles from Madison. The trains run in front of the "Cliff House," which has been opened especially for the summer tourists who flock to this beautiful lake.



CITY OF MARQUETTE, MICH.

REACHED ONLY VIA CHICAGO & NORTH-WESTERN RAILWAY.

The lake is one of the most wonderful and romantic spots in existence, and nothing to compare with it can be seen east of the Rocky Mountains. It has an abiding attraction for tourists, who return to it again and again, to admire it and enjoy it, to wonder at it and to puzzle over it. Here, ages ago, probably some terrible internal convulsion rent the earth's surface, and piled various strata of rock, of immense size, from 300 to 600 feet high, and disposed it in every conceivable fantastic form. Within the basin thus made lies nestled a beautiful, placid lake of clear, pure water, which reflects on its mirror-like surface the rugged and awe-inspiring barriers which environ it. It has no visible inlet or outlet. It abounds in fish. Increasing numbers of tourists include it in their round, now that it has become so easily accessible by rail.

This beautiful body of water is surrounded with precipitous mountains on every side, except at two points, one being at the southern end, where the railroad enters

the lake basin, and the other at the northern end, where the railroad finds its exit. On every side of the lake you see "rock piled on rock" in every conceivable form, and in immense columns, pillars, piles and masses of very great magnitude and height. The railroad runs along the shore of the lake on a bed that was literally blasted out of the sides of the mountain. From the car windows all the beauties of this wonderful and weirdly mysterious region can readily be seen. The varied and romantic scenery, beautiful and rich yielding vineyards, tastily built cottages, club-houses surrounding the lake, with excellent fishing, boating, facilities for bathing, riding, etc., render this emphatically one of the grandest, most enjoyable and delightful places for summer tourists and resorts in the north. This is Wisconsin's favorite ground for picnics. The "Cliff House" is an ample Swiss cottage with wings and galleries, built in the slope of a steep cliff, from which it takes its name, has croquet grounds, groves and parks surrounding it, all of which add to its scenic beauty and renders it a most charming spot.

BARABOO, Wis., is a local point on the Chicago & North-Western Railway, 175 miles from Chicago, three miles from Devil's Lake; contains 4,000 people, is the site of many manufactories, is surrounded by many resorts for the tourist, caves, gorges, ravines, drives, etc. Hotel accommodations are good and ample.

SPARTA, Wis., is also a local point on the Chicago & North-Western Railway, 246 miles from Chicago; is reached by two daily express trains with Pullman cars attached; contains 5,000 people; fine hotels, and is one of the prettiest inland villages of the north, being surrounded by picturesque scenery, many points of interest, delightful groves, and streams and lakes for fishing and boating.

It is particularly noted for its spring of mineral water, which careful analysis has demonstrated to possess remarkably curative and medicinal properties, as the many visitors who go there every year can verify.

Four hundred and nine miles from Chicago, and we reach ST. PAUL, healthful, and surrounded by rare topographical features. Its site is a series of four plateaus rising in gradual gradations from the river, the first forming the levee, and occupied by railroad tracks, depots and offices. The second and third, with but slight difference in their elevation, form the main expanse for business and residence purposes. The last is a pleasing succession of hills, surmounted with elegant residences. One may find numerous inviting resorts about St. Paul. The Falls of Minnehaha are formed by a little stream of remarkable purity and clearness. It makes a perpendicular leap of fifty-nine feet, the transparent water sparkling and foaming. In winter it is covered with pyramids of snow and ice; in summer a perpetual rainbow is seen. The Falls of St. Anthony roar and dash madly in genuine cataract force, varied by the gentle cascades of the "Fawn's Leap," "Silver Cascade," and the sparkling bubbles of the Chalybeate Springs, impregnated with iron, sulphur, magnesia and other minerals. Over to *Minneapolis*, where the people are imbued with energy and ambition, its 50,000 inhabitants possess wonderful public spirit and local pride.

LAKE MINNETONKA is on the St. Paul & Pacific Railway, twenty-eight miles from St. Paul and 437 miles from Chicago. It is best reached by the "Chicago, St. Paul & Minneapolis Line" (Chicago & North-Western Railway) from Chicago, and really the only direct route to take, as you arrive in the same depot at St. Paul from which you depart. It is best to take the 10 A. M. train from Chicago, on which is run a Pullman sleeper to St. Paul, and you arrive at Minnetonka next morning, where there are good hotels at moderate rates. This lake is supposed to be the largest in Minnesota; has over one hundred miles of shore; contains numerous islands, on many

of which are built cottages, club houses, croquet grounds, bath houses, etc., etc. mostly free to visitors; surrounded by natural groves, many of them having been improved by residents to make them more thrifty and enjoyable. One of its islands, containing 250 acres, has recently been purchased for a park, and will be improved this season, many novelties, curiosities, animals, etc., being added, to make this lake the desired resort of the north for tourists and pleasure seekers. A new and elegant hotel will be built, and it is expected will be completed in time to accommodate visitors the present season. There is fishing in abundance in the lake, and undoubtedly the best of any lake in the vicinity of St. Paul. *Steamers* are continually making the round of the lakes, stopping at any desired place to take on or let off passengers. Boats can be chartered for sailing, rowing and fishing at reasonable rates. Minnetonka is an Indian word, meaning "big water;" being an appropriate name, as it extends in length seventeen miles, and about two miles wide at the widest place; has some twenty-five bays of irregular shape, which add much to the scenic beauty of the lake. There is still some small game in the surrounding forests, and in fruit time it



LAKE MINNETONKA, MINN.

is very abundant. Being near St. Paul, trains are run to accommodate those desiring to do shopping, attend theatre, etc.

WHITE BEAR LAKE is twelve miles from St. Paul, on the St. Paul & Duluth Railroad, and is best reached by the Chicago & North-Western Railway, leaving Chicago at 10 A. M., arriving at St. Paul to connect with the train for White Bear in same depot at St. Paul, and arriving at the lake about an hour later.

White Bear Lake is three and one-half miles in length by two and three-fourths in width, and has many attractions, such as good fishing numerous groves, sail and row boats, fine hotel accommodations, and all the facilities for making a stay pleasant and enjoyable. It has the advantage of being equi-distant from St. Paul, Minneapolis and Stillwater on the St. Croix river.

DALLES OF THE ST. CROIX. The Tourist who wishes to make his trip to St. Paul complete, must not omit the opportunity of taking a trip to the Dalles of the St. Croix. Going from St. Paul first to Stillwater, by rail sixteen miles, then by steamer to Taylor's Falls, where you reach the famous Dalles. They cannot be described in the limited space here, the incongruous character and irregular freaks of nature being so variously grand and rugged, that they must be seen to be appreciated.

These are also reached over the Chicago & North-Western Railway over its Chicago St. Paul & Minneapolis line to Stillwater or St. Paul.

ST. ELMO, a small lake twelve miles east of St. Paul, on the Chicago, St. Paul & Minneapolis Railway; has good boating, fishing, groves, etc. Is famous for picnics, etc.

LAKE COMO, a small lake three miles from St. Paul, reached by carriage. This is more popular for local picnics, bathing, boating, fishing and for short drives in the evening, being easily accessible.

MINNEHAHA FALLS is made from a stream flowing from Lake Minnetonka. Longfellow best pictures these falls. They are reached both by rail and carriage; distance, eight miles from St. Paul.

Many other lakes might be mentioned but space will not permit.

In this somewhat hurried and brief description of the best of the northwestern resorts, it will be seen that we have not said anything about any of the specifically health resorts; that is, about places that are mostly resorted to by the sick *alone*, as it is supposed that it is quite as much pleasure as anything else that our readers would seek if they went to the northwest during the coming summer, and none but medical men would dream of finding pleasure in any resort that was filled with those afflicted "with all the diseases the flesh is heir to." If it is waters for the cure of disease that you seek, apply to your physician. He doubtless can point you to mineral springs, etc., etc., that will serve your purpose. You can at least find many in the northwest that are filled with invalids from May until November.

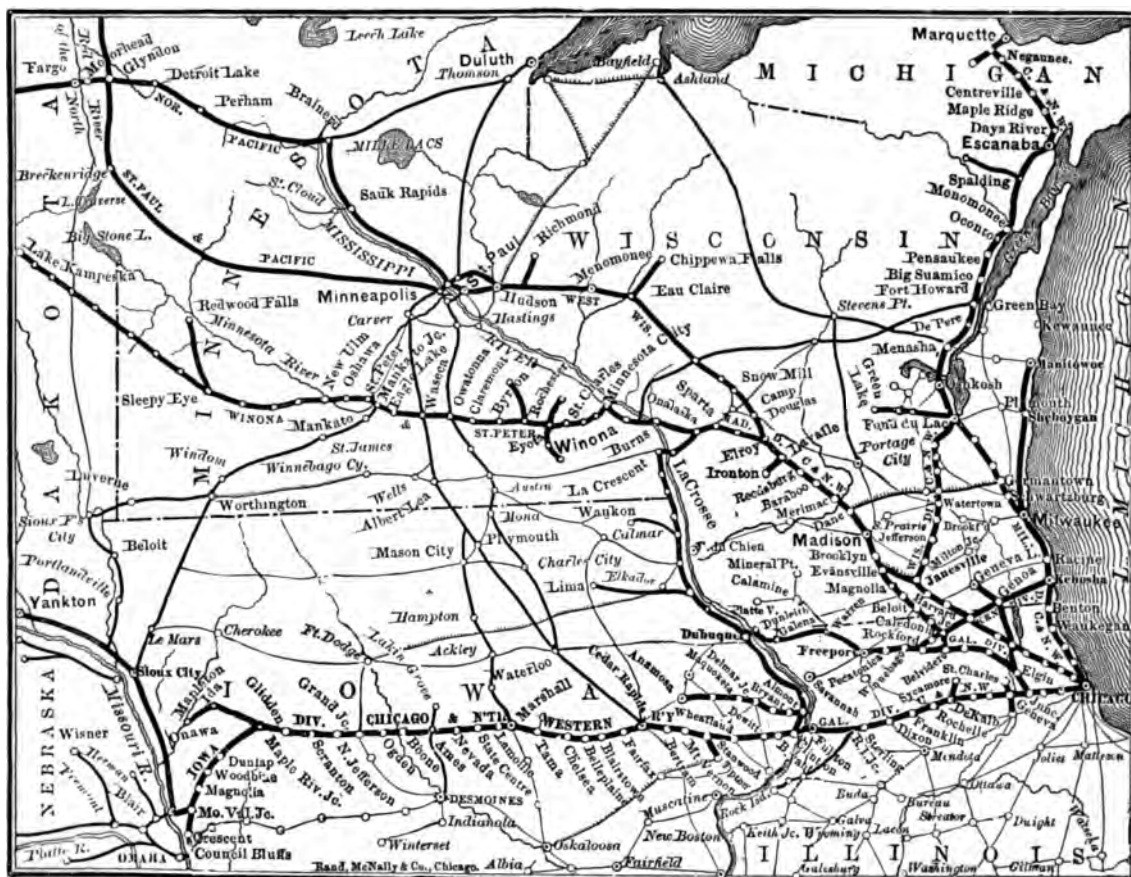
WINONA, Minn., is reached direct by two daily express trains with Pullman cars attached, via the Chicago & North-Western Railway; has 15,000 people, is noted for its healthful location, natural beauty of its site, thrift, and commercial activity. It contains the State Normal School; many lumbering firms, manufacturing 50,000,000 feet of lumber annually; six flouring mills, one being the largest in the State; and good hotels, of which the Huff is the principal.

ROUTES OWNED AND OPERATED ENTIRELY OR MAINLY BY THIS COMPANY.

Council Bluffs & California Line, 492; St. Paul Line (Elroy Route), 409; Green Bay & Lake Superior Line, 470; Elroy, Winona & Lake Kampeska Line, 623; Sioux City & Yankton Line, 603; Dubuque & La Crosse (via Clinton) Line, 315; Freeport Line, 121; Milwaukee Line, 85; Milwaukee & Fond du Lac Line, 63; Lake Geneva Line, 85; Clinton & Anamosa Line, 72; Kenosha & Rockford Line; Stanwood & Tipton Railroad, 9; Geneva & St. Charles Line, 3; Geneva & Batavia Line, 2; Chicago "Cut-off" and Branches, 10; Onalaska to La Crosse, 6; Maple River Railway, 60; Menominee River Railway, 25; Rochester & Northern Railroad, 25; Plainview Railroad, 16; Minnesota Valley Railroad, 25; Chatfield Railroad, 13. Total miles, 3,604.

GENERAL OFFICERS OF THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY

ALBERT KEEP.....	President.....	Chicago.
MARVIN HUGHITT.....	Gen'l Manager and Gen'l Superintendent.....	Chicago.
C. C. WHEELER.....	Ass't Gen'l Superintendent.....	"
H. C. WICKER.....	Gen'l Freight Agent.....	"
W. H. STENNETT.....	Gen'l Passenger Agent.....	Chicago.
W. A. THRALL.....	Gen'l Ticket Agent.....	"



MAP OF THE CHICAGO & NORTH-WESTERN RAILWAY.

CONNECTION AND JUNCTION POINTS OF THE CHICAGO & NORTH-WESTERN R.Y.

- At JUNCTION, Ill., with Freeport Branch of C. & N.-W. Railway; with Branch C. & N.-W. Railway for Geneva Lake.
- At GENEVA, Ill., with Branches for Geneva and St. Charles.
- At CORTLAND, Ill., with Sycamore & Cortland Railway.
- At ROCHELLE, Ill., with Chicago & Iowa Railroad.
- At DIXON, Ill., with Illinois Central Railway.
- At STERLING, Ill., with St. Louis, Rock Island & Chicago Railway.
- At FULTON, Ill., with Western Union Railway.
- At CLINTON, Iowa, with Chicago, Clinton, Dubuque & Minnesota Railroad; with Iowa Midland Division of the C. & N.-W. Railway.
- At DEWITT, Ia., with Davenport & North-Western Railway.
- At WHEATLAND, Ia., with Davenport & North-Western Railway.
- At STANWOOD, Ia., with Stanwood & Tipton Railroad.
- At CEDAR RAPIDS, Ia., with Burlington, Cedar Rapids & Northern Railway; and with Dubuque & South-Western Railroad.
- At TAMA, Ia., with Toledo & North-Western Railroad.
- At MARSHALLTOWN, with Central Railroad of Iowa.
- At AMES, Ia., with Des Moines & Minneapolis Railroad.
- At GRAND JUNCTION, Ia., with Des Moines & Fort Dodge Railroad.
- At MISSOURI VALLEY JUNCTION, Ia., with Sioux City & Pacific Railroad.
- At COUNCIL BLUFFS, Ia., with Union Pacific and Kansas City, St. Joseph & Council Bluffs Railroad.

- At OMAHA, Neb., with Burlington & Missouri River, in Neb., Railroad; Omaha & Northern Nebraska and with Omaha & Republican Valley Railroads.
- At FREEPORT, Ill., with Illinois Central Railroad; and with Western Union Railroad.
- At ROCKFORD, Ill., with Rockford and Kenosha Branch of C. & N.-W. Railway.
- At ELGIN, Ill., with Fox River Branch C. & N.-W. Railway.
- At CRYSTAL LAKE, Ill., with Fox River Branch of C. & N.-W. Railway.
- At HARVARD, Ill., with Madison and Wisconsin Divisions C. & N.-W. Railway.
- At BELOIT, Wis., with Western Union Railway.
- At HANOVER, Wis., with Monroe Branch Chicago, Milwaukee & St. Paul Railway.
- At MADISON, Wis., with Prairie du Chien Division Chicago, Milwaukee & St. Paul Railway; and with Madison & Portage Railway.
- At ELROY, Wis., with Chicago, St. Paul & Minneapolis Railway.
- At CAMP DOUGLAS, Wis., with La Crosse Div. Chicago, Milwaukee & St. Paul R'y.
- At WISCONSIN VALLEY JUNCTION, Wis., with Wisconsin Valley Railroad.
- At MERILLAN, Wis., with Green Bay & Minn. Railroad.
- At EAU CLAIRE, Wis., with Chippewa Falls & Western Railroad.
- At HUDSON, Wis., with North Wisconsin Railway.
- At STILLWATER JUNCTION, Minn., with St. Paul, Stillwater & Taylor's Falls R. R.
- At ST. PAUL, Minn., with St. Paul & Pacific Railway; with Northern Pacific Railway; with St. Paul & Duluth Railway; with St. Paul & Sioux City Railway; with Chicago, Milwaukee & St. Paul Railway.
- At MINNEAPOLIS, Minn., with Minneapolis & St. Louis Railway; with St. Paul & Pacific Railway.
- At SPARTA, Wis., with Chicago, Milwaukee & St. Paul Railway.
- At WINONA JUNCTION, Wis., with Chicago, Milwaukee & St. Paul Railway.
- At LA CROSSE, Wis., with Southern Minnesota Railroad; with Chicago, Clinton, Dubuque & Minn. Railroad; with Chicago, Milwaukee & St. Paul Railway.
- At MARSHLAND JUNCTION, with Green Bay & Minn. Railway.
- At WINONA, Minn., with Chicago, Milwaukee & St. Paul Railway.
- At ROCHESTER, Minn., with Rochester & North. Railroad.
- At EYOTA, Minn., with Plainview Railroad, and Chatfield Railroad.
- At OWATONNA, Minn., with Chicago, Milwaukee & St. Paul Railway.
- At WASECA, Minn., with Minneapolis & St. Louis Railroad.
- At MANKATO, Minn., with with St. Paul & Sioux City Railroad.
- At SLEEPY EYE, Minn., with Minnesota Valley Railroad
- At CLINTON JUNCTION, Wis., with Western Union Railroad.
- At JANESVILLE, Wis., with Monroe Branch Chicago, Milwaukee & St. Paul Railway.
- At MILTON JUNCTION, Wis., with Prairie du Chien Division Chicago, Milwaukee & St. Paul Railway.
- At WATERTOWN, Wis., with Chicago, Milwaukee & St. Paul Railway.
- At MINNESOTA JUNCTION, Wis., with Northern Division Chicago, Milwaukee & St. Paul Railway.
- At BURNETT JUNCTION, Wis., with Chicago, Milwaukee & St. Paul Railway.
- At FOND DU LAC, Wis., with Sheboygan & Fond du Lac Railroad.
- At OSHKOSH, Wis., with Chicago, Milwaukee & St. Paul Railway.
- At MENASHA, Wis., with Wisconsin Central Railroad.
- At APPLETON, Wis., with Milwaukee, Lake Shore & Western Railroad.
- At FORT HOWARD, Wis., with Green Bay & Minn. Railroad.
- At NEGAUNEE, Mich., with Marquette, Houghton & Ontonagon Railroad.
- At ISHPERING, Mich., with Marquette, Houghton & Ontonagon Railroad.
- At RACINE, Wis., with Western Union Railroad.
- At MILWAUKEE, Wis., with Milwaukee, Lake Shore & Western Railroad; with North-Western Union Division C. & N.-W. Railway; with Chicago, Milwaukee & St. Paul Railway.

TOTAL MILES OF RAILROAD OWNED OR OPERATED EXCLUSIVELY BY THE
CHICAGO & NORTH-WESTERN RAILWAY COMPANY, APRIL 1, 1879.

	Miles.	Miles.
WISCONSIN DIVISION.....		319.50
Chicago to Fort Howard.....	242.20	
Kenosha to Rockford.....	72.10	
Chicago Cut-off.....	5.20	
GALENA DIVISION.....		313.14
Chicago to East Bank Mississippi River, opposite Clinton,	137.00	
Chicago to Freeport.....	121.00	
Elgin to Geneva Lake.....	45.04	
Geneva to St. Charles, Ill.....	2.40	
Geneva to Batavia.....	3.20	
Chicago South Branch Track, Junction to River.....	4.50	
IOWA DIVISION.....		425.25
Bridge over the Mississippi River at Clinton, Iowa.....	1.10	
Clinton to Cedar Rapids (Chicago, Iowa & Nebraska R. R.)	81.30	
Cedar Rapids to Missouri River, opp. Omaha (C. R. &		
M. R. R. R.).....	271.60	
Clinton to Lyons (Lyons Branch Railroad).....	2.60	
Stanwood to Tipton (Stanwood & Tipton Railway).....	8.50	
Maple River Junction to Mapleton (Maple River R. R.)...	60.15	
MADISON DIVISION AND EXTENSION.....		227.00
Belvidere to Madison.....	68.90	
Madison to Winona Junction.....	129.10	
Winona Junction to Winona.....	29.00	
PENINSULAR DIVISION.....		246.61
Fort Howard to Michigan State Line.....	49.45	
Michigan State Line to Escanaba.....	64.65	
Escanaba to Lake Angeline Mine.....	68.00	
Branches and Extensions to Mines.....	39.80	
Menomonee River Junction to Quinnesec (Menomonee		
River R. R.).....	24.71	
MILWAUKEE DIVISION.....		85.00
Chicago to Milwaukee.....	85.00	
Total Miles.....		1616.50

PROPRIETARY ROADS.

WINONA & ST. PETER RAILROAD AND BRANCHES.....		410.61
Winona, Minnesota, to State Line.....	288.50	
State Line to Lake Kampeska.....	38.50	
Eyota to Plainview.....	16.00	
Eyota to Chatfield.....	12.30	
Rochester to Zumbrota.....	25.71	
Mankato Junction to Mankato.....	3.75	
Sleepy Eye to Redwood Falls.....	25.75	
IOWA MIDLAND RAILWAY.....		68.80
Lyons to Anamosa.....	68.80	
NORTH-WESTERN UNION RAILWAY.....		62.63
Milwaukee to Fond du Lac Junction.....	62.63	
Total Miles.....		542.04
Total Miles.....		2158.54

Illinois Central RAIL ROAD

TO this road belongs the laurel-crown and the honor of inaugurating the Railway transportation system of this grand western State. And the dawn of that era may safely be called the first permanent foundation of the State's prosperity and wealth.



GOING WEST FROM DUBUQUE ON THE ILLINOIS CENTRAL RAILROAD.

The magnificent scheme of connecting Lake Michigan with the Mississippi, at its confluence with the Ohio, had long been a desideratum with the people. The project was a stupendous one, attended with serious difficulties. It was to the people, an earnest wish—those bands of steel that could unite the extreme interests of the State—but one that seemed so extensive that it was tinged with the visionary.

Judge Breese, as early as 1835, advocated the efficacy of such an enterprise, but the means whereby it could be achieved were not so clearly explained. Its benefits being thoroughly canvassed, what seemed at first an insurmountable wish, gradually assumed the position of a *practical need*, until in the year 1837, it constituted a part of "*The State internal improvement system.*" This *system* was enthusiastic enough in theory, but in many respects was not so energetic in practice. *The Central Railroad Internal Improvement* was to extend from the southern terminus of the Illinois and Michigan Canal to Cairo.

Previous to this time *The Cairo City and Canal Company* was incorporated to construct dykes, levees, or embankments for the purpose of protecting Cairo City and its vicinity from freshets, and also for the cutting of a canal to unite the Ohio and Cash rivers. This project failing, a charter for a railway was granted, *Darius Holbrook* being appointed President.

Application was made to Congress for aid by preëmption. A year later *the internal improvement system was inaugurated*, and the State desiring no contest with a rival in the same field, applied to the Cairo Company for a surrender of their charter for the building of this road through the center of the State. The company complied with this request, with the condition that the State build the road on a route leading from Cairo through Vandalia, Shelbyville, Decatur, Bloomington, Peru—and via Dixon to Galena. Over a million of dollars was expended on the project. The work was abandoned, however, the few miles of track serving only as a relic of *great expectations*. The system became demoralized, and collapsed in 1840. The charter taken from the Cairo Company was thus forfeited by the State, the conditions not being executed. Consequently it reverted again to the company. As a piece of property, it cannot be said to have been particularly valuable. But it was neither expensive, nor troublesome, nor salable, there being no inducements to lure speculators or purchasers—and it remained quietly in their possession. After these experiments the enterprise seemed to have relapsed into the people's wish again. An application was made to Congress for a grant of public lands as the practical and available aid in this matter.

It will be remembered that the year of 1850 was a particularly exciting one in Congress. At that time Illinois again urged her cause. The Hon. Stephen A. Douglas most assiduously applied his energies to the passage of the act, and the State at last gained the power to build the great highway of prosperity—later known as THE ILLINOIS CENTRAL RAILROAD. Twice before had the bill passed the Senate and failed in the House.

The main land grant included the alternate sections of land designated by even numbers, six sections in width on both sides of the road and its branches. For all lands sold or preëmpted the government allowed selections from the unsold lands in the evenly numbered sections contiguous to the specified sections. This belt included an area of twelve miles on either side of the road—about 3,000,000 acres! This was the first land subsidy of importance granted by Congress in railroad interest. This grant was subject to the disposal of the Legislature for the specified purpose and no other, and the railroad and its branches should remain a public highway for the use of the government of the United States free of charge or toll upon the transportation of troops or property of the United States.

Legally, the old "Cairo Charter" or "Holbrook Project" now became a matter of serious consideration. An exciting argument arose, which terminated in a release being made out by Mr. Holbrook which was not accepted, as the sanction of the directors and stockholders was not included. A full release was therefore made out with conditions, and presented to the Legislature. The campaign began; candidates for the great trust began to multiply. Some members of the Great Western Organization, with other wealthy capitalists, met at Springfield, prepared a memorial, and presented it to the Legislature. The release was elected, and the propositions of the memorial being advantageous, it was accepted, and a charter granted the ILLINOIS CENTRAL RAILROAD of to-day.

At the time the project was undertaken the benefits and profits of a transportation line were not golden ripe for a remunerative harvest. The work was not instituted

with a view to reap the rewards that naturally inspire the inauguration of great commercial enterprises—but with the full intention of mutual advantage to the corporation and the country through which it should pass. It would bestow value and receive its natural return. The corporation while considering the very best methods of improving the sections along its lines, aiding settlements and encouraging industries, sparing no care or expense in establishing prosperity and rendering it permanent, did not set out as a philanthropic institution bent on self-sacrifice mainly with the solely desired return of a “conscience-approval.” Corporations that send forth these inducements, making the benefits appear one-sided—and their own the wrong one—will bear investigation.

That is, there is more to be found out than has been told. While the *Illinois Central* enriched its tributary sections through the natural laws of commerce and trade, it fully expected to derive an equal benefit. The road was organized for the State. The State has proven its discretion by placing the great work in the hands of a corporation, and that corporation has fully demonstrated to the people that it is possible for a corporation to be just and honorable. It has never repudiated a debt or taken advantage of any legerdmain of these latter days whereby it is much more convenient to “settle” than to pay. Throughout the army of its employes it is reiterated again and again, that so long as a man carries himself honestly and faithfully, he is retained in his position. If it is considerate in this important respect, it is in all. It gains by this just course, efficient responsible train and office officials, and the people are not at the mercy of careless or ignorant assistants.

In tracing its course and pausing to weigh the relations of the sections it connects, and for which it furnishes a reliable outlet to the world generally, the reader will not only be interested in local attractions, but in the striking discretion of the corporation.

The headquarters of the Illinois Central are located in Chicago, Ill., on Michigan avenue, No. 78, not far from their depot on the lake shore, at the foot of Lake street. This depot is easily and speedily reached from the business portion of the city. We entered the building in time for the morning train, and found a cosy, comfortable seat in a finely furnished car. We have a great tendency to be thoroughly comfortable if we can possibly secure the means to ensure the same. Away we glided, the entire train moving as one car, so even the motion. It was not a sigh, a gasp, a pant and then a start—it was a strong, steady, sure beginning that gave us confidence in the train and the track, and the engineer.

The Illinois Central escapes one disagreeable feature of almost every railway in Chicago. It does not meander through back-yard scenes, or visit the dingy, poverty-stricken haunts, that always give a disagreeable impression that a city is after all, but a “whited sepulcher.” This road glides out at once upon the lake shore. The blue waters break into white foam along the level shore, coming in with the waves that awakened into life in the eastern sunrise, and have sparkled and tossed all the way to Chicago. We turn from the boundless expanse of water, flecked with white sails, dignified vessels and spiteful steaming little tugs—to glance towards the elegant residences on Michigan avenue. It is morning, and the sunlight is bathing these palatial homes in a golden glory. At Twenty-second street we pause at the road’s station for the convenience of that vicinity, and then our speed accelerates until we are in the open country, tracing our way to pretty Kensington. We are en route for *St. Louis*, and we have settled ourselves for a day’s pleasure in sight-seeing. At Riverdale we

find the Calumet river. Onward, and *Homerwood* is reached, a young aspirant for suburban honors.

Illinois is a State devoid of a mountain range. But we find these low hills pleasant and inviting. The land-swells, green in grassiness, russet with ripening grain or crowned with waving corn, are absolutely charming. The meadows are clover carpeted and the creeks sing merily over the pebbles as they glide along to meet a stronger stream. Illinois is not so grand in scenic glories, but she is emphatically useful. She has all the resources for thrift and enterprise. Agriculture, manufacture and mining give wide scope for work and ambition.

Passing Matteson, we have a scrap of prairie land until Monee is reached. At least one town has succeeded in "universal equalization." Every house is on an equality with the other. All the homes are comfortable, and evidently at peace with all the world. Perhaps the "Squire" lives in that establishment to the right—at least the



ILLINOIS CENTRAL BRIDGE AT DUBUQUE, IOWA, ACROSS THE MISSISSIPPI RIVER.

county dignity of the eastern agricultural sections own red barns, similar to the one just beyond. To the left we have shrubbery and bushes, until we are hemmed in by high banks on either side. Peotone, Manteno, Tucker, and then we reach Kankakee, a goodly town of fair repute and much business activity.

Being surrounded by rich agricultural lands, it is naturally a fine distributing point for the products of the soil. Here, as at preceding stations, the depot is graced with pretty little parks on either side, attractively filled with trees. Crossing the Kankakee river we find the land much more rolling with the diversion of higher elevations. Otto, Chebanse, and *Clifton*, where we could not discern even an attempt at shoddyism, but quiet respectability everywhere—then Danforth, where prominently to the right is a white gabled house, a yet whiter barn, a great wind-mill beside a pure spring. And then Gilman, Onarga, Spring Creek, Buckley, Loda and Paxton. We are passing through a well settled and most thrifty portion of the State. Nature has been lavish with her gifts, and if she has saved somewhat in trees, the people have evidently supplied that deficiency as best they could, and Nature has carried out their wishes. Trees have been planted generously, and they evince all the symptoms

of gratifying the expectations of those who have watched their progress. Orchards are numerous, and the boughs are heavy with fruit. But we are on our way to *St. Louis*, thankful that *the Illinois Central does not necessitate a change of cars between the two great western cities, Chicago and St. Louis*. If we had selected the night for our journey, we might have slumbered quietly, waking to find ourselves in the busy *St. Louis* metropolis. But our journey is by daylight. The central portion of Illinois is particularly fortunate in climate and soil. It is well watered and sufficiently well timbered. These natural conditions have attracted an enterprising, thrifty people. *The Illinois Central* leads directly through this luxurious country, bearing its products north and south. Without this complete transportation system, the products of the great land would be comparatively valueless. From Chicago, we proceeded in a southerly direction, verging to the westward. The beautiful, thrifty city of *Champaign* stands out evidently as an evidence of that perseverance that wins honorable success. We like those long sweeps of fertility, the gently rising hills and the slender trees, that cluster kindly together as if seeking strength in numbers. We like the low rambling houses that are characteristic, and the occasional grand one that crops out at intervals. We pass through many flourishing towns and over much more thrifty country, until in due time we arrive in *East St. Louis*; but we are not destined to pause long in this place—we sit quietly in our car and open the window, that we may observe as much as possible this magnificent *St. Louis* bridge, that represents toil and genius, capital and enterprise, and having crossed the Father of Waters, we roll into the great Union Depot.

The full sweep of *The Illinois Central* through the State gives it, by its own lines and connections, a direct route to all important points in Illinois. It reaches *Peoria* and *Keokuk* without a change of cars. It is a direct leader to *St. Louis*, where it connects with all diverging lines. From its tributary sections, *Colorado Tourists* take the opportunity of visiting *St. Louis*, which affords many attractions, and then proceeding over the *Missouri Pacific* or *St. Louis, Kansas City & Northern* to *Kansas City*, where the *Kansas Pacific* or *Atchison, Topeka & Santa Fe* is fully prepared to transport them to *Denver*. The *Illinois Central* has a network of branches in Illinois that connect with the main line, affording also the most convenient exchange with numerous other roads. Its long, long, sweep is from *Cairo* to the great *Dakota* land, or with the *Jackson Route*, from *New Orleans* to the same point,—*Sioux City* being the entrance gate. From *Cairo*, this line forms all connections with points in *Tennessee*, *Alabama*, *Georgia*, *Florida*, *Mississippi* and *Louisiana*—and forms the shortest route between the South and the North, and the North-West, and between *St. Louis* and all Southern points, via the *Cairo Short Line*. The distance from *Chicago* to *New Orleans* by this route is 915 miles. *Through cars are run between these points daily, a transfer boat being used upon the Ohio*. We resumed our journey from *St. Louis* to *Cairo*, the metropolis of the “*Egypt*” of Illinois. From this point northward for sixty miles the surface is covered with a luxurious growth of oak, black and white walnut, tulip or white and yellow poplar, ash, elm, sugar maple, linden, honey locust, hackberry, cottonwood, sycamore, pecan, sassafras, persimmon, and in the *Ohio* valley is that first type of the South—the cypress. From *Cairo* the *Illinois Central* line is the most available in reaching the Gulf ports, and all Southern States, *Mexico* and *Central America*, via *New Orleans*,—a regular line of steamers being now established. THE ILLINOIS CENTRAL IS NOW THE GREAT LINK IN THE CHAIN OF COMMUNICATION BETWEEN THIS COUNTRY, MEXICO AND SOUTH AMERICA. The immense cereal products and articles of merchandise shipped from this part of the

Union to these great market points will pass over this line, instead of via New York. A brisk trade is already being established with Europe via New Orleans, *The Illinois Central* being the main feeder. The opening of the Jackson Route was a new era for Southern travel. In traversing the distance from Chicago to New Orleans, one passes through a portion of four large States, affording every variety of climate. The change is so distinct in atmosphere, soil, products, habits of the people, and the methods of building towns and cities, that it is a continued panorama from the first day of the journey to the last, when the Northerner alights in New Orleans, to be charmed with the city's antique influences and tropical beauties.

Let us be explicit. *The Illinois Central is the only route running Palace Sleeping Cars through without change from Chicago to New Orleans.* Only one change is necessary between Chicago and Mobile, Nashville, Chattanooga, Memphis and Vicksburg. It is a direct route between Chicago and Springfield, Ill. It is also a direct route to Cincinnati, Indianapolis and Lafayette, via the Kankakee Line.

From Cairo, northward, we find at Centralia, where the company has large machine shops, a most comfortable waiting apartment, carpeted, &c., being connected with a hotel, which furnishes us a most excellent meal. We continue northward on the line which traverses the central portion of the State. Everywhere now we view luxurious fertility, and the success of industry and frugality. Near the primitive little town of Shobonier, the broken hills and romantic valleys, the trees and the bright creeks awaken us to a sudden inspiration that rises above the usual weariness of an extended journey. Reaching Vandalia, we observe again that we are in the midst of opulence in all the sense of natural resources. We look down a main thoroughfare, where closely stand the farm wagons and the well-kept horses, which is an evidence that trade is brisk. On the other side are commodious residences. Out again into the open country, finding farms and a shrub timber growth which gradually deepens until we are suddenly plunged into a grove of small trees, which continues for some miles on both sides of the road. As we speed over the miles northward, the farm houses begin to lose their primitiveness, the front yards begin to dispense with the homely old blossoms, and herbs and vegetables, and the Latin flowers bloom in the "new styles," and yet further north, luxury and all the accessories of modern life have come out from the cities, and settled over all the face of the land.

Macon is mostly composed of white cottages with green blinds. This is followed by a succession of small towns until *Decatur* is reached. Directly north again to *Clinton*, a charming place, most elegantly situated, and fully appreciated by her citizens. Here the Company again have large machine shops. Most prominently we observe that however small the town, there is a briskness and earnestness about it that is rarely attained further South. *Bloomington* is a city; it is, moreover, a city of influence; its society is cultured; its educational advantages superior; and its commercial interests large and important. Just beyond is *Normal*, the seat of the State Normal School, and The Home of the Soldier's Orphans. The buildings are nearly opposite, one on either side of our train, and exhibit architectural strength and beauty. Normal is an inviting town, with its pine trees, fine houses and educated people. From Normal north we pass through the flourishing towns of El Paso, Minonk and Wenona, and come to La Salle. The latter place has forgotten to follow the copy set by most of the state towns. It is not beautiful and pretty and modest—it is almost defiant, brilliant, dashing, and really romantic. *The Illinois Central* assists the matter by flying over its trestle-work iron bridge of 2,882 feet in length; its height is forty feet, and if we look down at the side 'mid the tangle of iron braces and

bars, we grow dizzy, and conclude we will not investigate—while on a train—the method of placing railway tracks on such high stilts. This part of the world is most intimately associated with Indian legends and traditions and striking facts. The Illinois Indians once ranged over the country west of Lake Michigan, but were driven westward by a hostile tribe. They reported the existence of a mighty river and a beautiful land. This excited the curiosity and ambition of the explorers of those early days. The good Pere Marquette, a Jesuit Missionary, and Louis Joliet, a fur trader, proceeded to Quebec, where they were fitted out with two canoes and five voyageurs, for a great expedition of discovery, and at the same time religious teaching. In those days piety and commerce went hand in hand. They coasted north to the head of Green Bay, ascended the Fox River, crossed Lake Winnebago, and launched their canoes in the Wisconsin river. They floated down to the mouth of the Arkansas, where the Indians exhibited signs of hostility, which were suggestive of a return north as the best policy. Acting upon this admonition, they returned to the mouth of the Illinois river, and ascended that stream as far as Kaskaskia, the oldest town in the State, a site seven miles below Ottawa. Indian guides conducted them to the Des Plaines; they entered the Chicago river, and reached Lake Illinois (Michigan.)

Pere Marquette's labors as a missionary had a lasting influence upon this section of the country. Even after his burial, the Indians disturbed his tomb that they might convey his remains to the special field of his labor. *La Salle's* exploring record is perhaps more brilliant, venturesome and startling than that of Marquette or Joliet, and the little town which bears his name deserves all its dash and sublimity.

Joliet set out upon his expedition May 17th, 1673. The Territory of Illinois was organized in 1778, by the Legislature of Virginia. John Todd was appointed Lieut.-Commandant by Patrick Henry, then Governor of Virginia. It continued to form a part of the State of Virginia until 1784, when, being a part of the Northwestern territory, it was ceded by the State of Virginia to the United States. The Territory of Illinois was organized as a part of the Independent Union in 1809, and in 1818 a State government was adopted.

From *La Salle*, northward, *The Illinois Central* is particularly fortunate in flourishing towns. *Mendota* has a wide reputation as a commercial point. The flourishing town of *Amboy* with the large machine shops and car works of the company are passed, and we reach *Dixon*, which ranks as one of the first towns in the State. The country may be designated as *an extended garden*, so prolific is it in products, so admirably watered, with scraps of forest relieving the monotony of the landscape. We cross the beautiful Rock River at this point on a magnificent iron bridge, giving us a splendid view of the city. *Polo* is passed and *Forreston* reached. Here we join the train from Chicago going West.

The Illinois Central, that extends to the very borders of the Dakota Territory, runs a through train from Chicago to *Sioux City*, BEING THE ONLY ROUTE RUNNING THROUGH TRAINS to that point via Dubuque. *The Illinois Central* to *Sioux City* and thence by rail, steamer and stage, is the great route to the BLACK HILLS. Precious metals are found deposited in large quantities on the east side of the hills. Gold-bearing quartz and surface shot-gold have been discovered in every stream and ravine that empties into the Missouri, that has been prospected. Thus *Sioux City* is the radiating point. In all directions from this center set out the explorers and fortune seekers. *Those seeking new homes and lands in this fair country will find this entrance point the most advantageous. The Illinois Central* has spared neither

expense nor care to render the route the most comfortable, the most direct and the most economical for the throngs seeking the Dakota land.

Freeport has gained an enviable prominence in manufacturing interests. It is a solid town, and gaining in population and importance. *Warren* is a pleasing place, cleanly and inviting. Westward to *Galena*, and we are in *the great lead-mining district*. *Galena* is very like an old world province-town of honorable repute. Its straight and strict streets with over-topping side cliffs, crowded with elegant residences, seem to repeat the Oriental pictures of old masters. And now we may indulge in our admiration of the weird and strange. We rather like the dismal mining-pits that mark an experimental expedition and at the same time render it necessary to exercise extreme caution from the first step to the last. Away we go, darting between rocky cliffs, winding through narrow valleys between bluffs, anon gazing up and up over sterile, projecting rock-cliffs. Now we dash over a smart little bridge that spans a shimmering creek and find ourselves again winding about the hills. Beyond the town



VIEW ON THE ILLINOIS CENTRAL RAILROAD, NEAR FORT DODGE, IOWA.

of *Dunleith* we find bold rocks made up of layer stones, standing out solitary and bleak, grotesque of shape and utterly stripped of even a smile of nature in the shape of a stray leaflet. A delightful variation are the hillside fields and the farm-houses nestled just where the roaring North wind, the mighty "Thor," cannot reach them. Rivulets blink to us from their tall grass-bordered banks, and we look over a peaceful expanse bounded by low hills, and to our other side, upon grim rock sentinels. Woods now to the right and left of us and then the open country for a short space.

We have passed many small towns on our way to the Mississippi river. Suddenly we are plunged in utter darkness. The air grows cold, and the smoke of the engine seems blocking up our way. The echo of the pants sound strangely loud and clear. In the distance we now discern a glimmer of light. It grows stronger and stronger, until we rush out into the full sunlight. We have been through a tunnel 960 feet in length, which *The Illinois Central* has made through solid rock. It is a striking example of the difficulties this corporation are capable of meeting and conquering.

The road has a magnificent bridge over this stream which we cross. Arriving in picturesque *Dubuque*, 'way up in the hills, the 35,000 people live in elegant residences. From the principal streets, which are built up with elegant structures, one can hardly realize how crowded the hills are with handsome homes. The steam street railway conveys us up a steep grade, curving and twisting tortuously to maintain its hold on the rails, and then winding about hills, until an almost dizzy elevation is reached. The view from this point is inspiring. The town is a panorama of beauties, and just beyond is the Mississippi. Tourists cannot find a more *delightful retreat than Dubuque*. They secure delightful scenery, the charms of a rural life, and the luxuries of a city. They find health and rest and elegant society.

In 1788, Julien Dubuque, a well educated French-Canadian, obtained from the Indians the privilege of working lead mines in what is part of five townships, including the eleven square miles included within the city limits of Dubuque. The Black Hawk war resulted in a treaty in 1832 by which a settlement could be secured. Families began to make a permanent residence, and in two years Dubuque became a mining village, and in 1834 received its permanent name. It gradually improved during the following years, when it received a sudden impetus by means of the extension of *The Illinois Central* to Dunleith in 1855. When the great route was opened westward, improvements increased in surprising ratio, and the population rapidly counted higher numbers.

Going out of Dubuque westward, we find the wild bluffs again, though not in such numbers. Over bridges and bridges, as if a streamlet was playing at hide and seek among the hills, and essaying to taunt this stout steel road. The hills gradually grow lower, the level tracts grow broader.

Julian has at least one massive brick structure—the county poor house. It is three stories high with basement, and has the appearance of a well kept hotel. Now we sweep over huge swells of land, fences tracing dark outlines over the surface, indicating fields, meadows and lawns.

Peosta is passed, and we are in a rolling country, that continues as far as Epworth, and then the farms grow larger. The Western mania to own all the land that joins one's farm, begins to exhibit itself. Farley and Dyersville are growing villages that might be offended with a smaller name than that of *town*. We have crossed a river and several creeks and passed through a delightful agricultural section, but we notice uneasily that the trees begin to disappear, and we miss them. *Earlville* is a cheerful town, followed by Delaware, and then *Manchester* which is larger and more important. Another bridge and another river and then we are out where they begin to fence less and live much further apart. Masonville and Winthrop, and then *Independence* marks another important Iowa point. We cross the Wapsiepenicon—more easily recognized as "the Wapsie,"—and find the country a straight, dead level, but with occasional clusters of trees. But these groves are in straight, even rows, after the manner of eastern orchards, which informs us they have been planted. Jesup and Raymond and *Waterloo*, another thriving place, and we realize we are out on the boundless prairies, once trackless and treeless, a vast land-level, away and away to the far westward. Even now the neighbors are not within "convenient visiting distance," and we begin to wonder why people go so far "west," when *The Illinois Central* has acres and acres unoccupied, with all the advantages, and nearer the eastern market points.

Cedar Falls deserves praise for its achievements, but we cannot pause to explore the town. Hartford, Parkersburg, Aplington, *Ackley*, Iowa Falls, Alden, Williams— all prairie towns in a prairie land, and we rejoice as we enter the hills and forest just

before reaching *Webster City*. The change is abrupt, direct, and to us a joy. The town is surrounded by hills and shaded with trees. It is a flourishing place, and constantly growing. We rush past a few small stations, the distance between them marked only by this wide, wide prairie that proves to our satisfaction that we never before understood the term. We had seen a wide space of level country; we had fancied we knew all about the *prairie*, but we didn't. Here it is most practically illustrated, and so thinks a fair-faced Connecticut lady just opposite us, who has left her eastern home, all her childhood attachments, the land where people are more contented and slow, than speculative and excitable—as are the “western folks”—for the new home on the Nebraska prairies, which she says is nearly opposite Yankton, and which is more comfortably and speedily reached via *The Illinois Central* than by any other route. *Fort Dodge* is already known to our readers as one of the leading towns of Iowa. It realizes the true foundation of a permanent reputation and has spared neither care nor expense to give the people the best educational facilities. The result is a sterling spirit of enterprise and cultured society. Our day there was one of rare pleasure, and we have made a note of it in our memory-book. Beyond this point we find the same never-ending prairie, Storm Lake, Cherokee and Le Mars being perhaps the most attractive points. Between Fort Dodge and Le Mars the Iowa Railroad Land Company have many thousands of fertile acres, which they are selling at low prices, and those seeking Western homes should visit this section. The Illinois Central sell Land Explorers' Tickets at very low rates from Chicago and other points to Storm Lake and Le Mars.

Sioux City is always busy. It is one of the entrance gates to the “far west,” and furnishes attractions also for the sight-seeker other than its frontier novelties. Let no one neglect a visit to the curious, beautiful and sublime Big Sioux Falls. Antiquarians may wander over into Dakota and find fossil remains of extinct animals and petrifications, moss agates, and other curiosities and trophies, both ancient and modern.

The Illinois Central has a branch line running from Waterloo, Ia., to Mona, on the Minnesota Line, which is already an important outlet for adjacent sections of this great wheat producing State. *The Illinois Central* is also a direct route between St. Louis and Sioux City.

The Corporation will in the future as in the past, do all in its power to ensure the safety, comfort and pleasure of its patrons. It takes advantage of all modern mechanical appliances and keeps strict surveillance over rail and wheel. It is but a repetition of a world-wide fact that as a railroad, it ranks as first-class, and will always merit that honor.

Connections of the Illinois Central.

CHICAGO DIVISION.

CHICAGO—with all diverging lines East, West and North.

KANKAKEE—with Cincinnati, Lafayette & Chicago.

GILMAN—with Toledo, Peoria & Warsaw Railway.

PAXTON—with Lafayette, Bloomington & Mississippi Railroad.

RANTOUL—with Havana, Rantoul & Eastern Railroad.

CHAMPAIGN—with Indianapolis, Bloomington & Western Railway.

TOLONO—with Wabash Railway.

TUSCOLA—with Indianapolis, Decatur & Springfield Railway.

ARCOLA—with Illinois Midland Railway.

MATTOON—with Indianapolis & St. Louis Railroad.
 EFFINGHAM—with St. Louis, Vandalia, Terre Haute & Indianapolis Railroad.
 EDGEWOOD—with Ohio & Mississippi Railway.
 ODIN—with Ohio & Mississippi Railway.
 ASHLEY—with St. Louis & South-Eastern Railway.
 TAMAROA—with Wabash, Chester & Western Railroad.
 DU QUOIN—with St. Louis, Belleville & Southern Illinois Railroad.
 CARBONDALE—with Grand Tower & Carbondale and Carbondale & Shawneetown R.R's.
 CAIRO—with Chicago, St. Louis & New Orleans Railroad and St. Louis, Iron Mountain & Southern Railway, also with Steamers on the Ohio & Mississippi Rivers.
 ST. LOUIS—with all diverging lines West and Southwest.

NORTHERN DIVISION.

DUBUQUE—with Chicago, Clinton, Dubuque & Minnesota Railroad, also with Steamers on the Mississippi River.
 WARREN—with Mineral Point Railroad.
 FREEPORT—with Western Union Railroad and Chicago & North-Western Railway.
 FORRESTON—with Chicago & Iowa Railroad.
 DIXON—with Chicago & North-Western Railway.
 AMBOY—with Chicago & Rock River Railroad.
 MENDOTA—with Chicago, Burlington & Quincy Railroad.
 LA SALLE—with Chicago, Rock Island & Pacific Railroad.
 WENONA—with Chicago & Alton Railroad.
 MINONK—with Chicago, Pekin & South-Western Railroad.
 EL PASO—with Toledo, Peoria & Warsaw Railway.
 NORMAL—with Chicago & Alton Railroad.
 BLOOMINGTON—with Indianapolis, Bloomington & Western Railway; Lafayette, Bloomington & Mississippi and Chicago & Alton Railroads.
 CLINTON—with Indianapolis, Bloomington & Western Railway.
 DECATUR—with Wabash, Pekin, Lincoln & Decatur, Illinois Midland and Indianapolis, Bloomington & Western Railways.
 PANA—with Indianapolis & St. Louis Railroad and Ohio & Mississippi Railway.
 VANDALIA—with St. Louis, Vandalia, Terre Haute & Indianapolis Railroad.
 SANDOVAL—with Ohio & Mississippi Railway.

SPRINGFIELD DIVISION.

GIBSON—with Chicago & Paducah Railroad and Lafayette, Bloomington & Mississippi Railway.
 FARMER CITY—with Indianapolis, Bloomington & Western Railway.
 KENNEY—with Illinois Midland Railway.
 MT. PULASKI—with Pekin, Lincoln & Decatur Railway.
 SPRINGFIELD—with Wabash, Ohio & Mississippi and Springfield & North-Western Railways and Chicago & Alton Railroad.

IOWA DIVISION.

FARLEY—with Western Union Railroad.
 DELAWARE—with Davenport & North-Western Railway.
 INDEPENDENCE—with Burlington, Cedar Rapids & Northern Railway.
 WATERLOO—with Burlington, Cedar Rapids & Northern Railway.
 CEDAR FALLS—with Burlington, Cedar Rapids & Northern Railway.
 ACKLEY—with Central Railroad of Iowa.

FORT DODGE—with Des Moines & Fort Dodge and Fort Dodge & Fort Ridgely R. R's.

LE MARS—with Sioux City & St. Paul Railroad.

SIoux CITY—with Dakota Southern, Sioux City & Pembina, Sioux City & Pacific and Covington, Columbus & Black Hills Railroads; also with Steamers on the Missouri River.

CHARLES CITY—with Chicago, Milwaukee & St. Paul Railway.

MONA (LYLE)—with Chicago, Milwaukee & St. Paul Railway.

HOMES OFFERED BY THE ILLINOIS CENTRAL.

This railroad has for those desiring land and a home the greatest possible advantages. The country is well settled, has the best soil, and its productions are easily transported to market points. These lands are in the grand State of Illinois, with the advantages of cultured society, educational facilities, and churches. The company now holds 280,000 acres of this fertile land, located in the southern part of the State, in the following counties: Shelby, Cumberland, Fayette, Effingham, Clay, Marion, Clinton, Washington, Jefferson, Perry, Franklin, Jackson, Williamson, Johnson, Union, and Pulaski.

These lands are finely located, well timbered and well watered. The climate is mild, genial and healthy. *A sterling recommendation is that the title is perfect*, the land having been granted by the general government to the legislature, and by that august body made over to the Illinois Central. It is, therefore, free from all encumbrance.

These lands are luxuriantly productive. Payments are arranged on easy terms. Prices range from \$4 to \$10 per acre. The timber is exceedingly valuable. When the timber land is cleared, instead of being useless, it yields all kinds of grain, wheat averaging from fifteen to thirty bushels per acre, and corn from thirty to sixty bushels per acre. Timothy, clover and all kinds of grass yield three tons per acre. Small fruits grow in great abundance. Illinois ranks highly in raising horses, cattle, sheep, hogs and mules. The best railway facilities, and all the benefits of an improved country can thus be secured at a very slight advance over land in a wild, unsettled country. P. DAGGY, Land Commissioner, will at any time furnish information. Room 11, No. 78 Michigan Avenue, Chicago, Ill.

The distance from Chicago to Cairo is 365 miles. From Dubuque to Cairo, 455 miles. From Dubuque to Sioux City, 327 miles.

ILLINOIS CENTRAL RAILROAD.

WM. K. ACKERMAN.....	President.....	Chicago.
JAMES C. CLARKE.....	Vice-President	"
B. F. AYER.....	Gen'l Solicitor.....	"
JOS. F. TUCKER.....	Traffic Manager.....	"
E. T. JEFFERY.....	Superintendent.....	"
J. C. WELLING.....	Auditor.....	"
L. V. F. RANDOLPH.....	Treasurer	New York.
HENRY DEWOLF.....	Ass't Treasurer.....	Chicago.
W. P. JOHNSON.....	Gen'l Passenger Agent.....	"
A. H. HANSON.....	Ass't Gen'l Passenger Agent.....	"
HORACE TUCKER.....	Gen'l Freight Agent.....	"
H. L. SHUTE.....	Ass't Gen'l Freight Agent.....	"
O. OTT.....	Purchasing Agent.....	"
C. A. BECK	Sup't Chicago Division.....	Centralia, Ill.
J. C. JACOBS.....	Sup't Northern Division.....	Amboy, Ill.
T. J. HUDSON.....	Sup't Springfield Division.....	Springfield, Ill.
D. W. PARKER.....	Sup't Iowa Division.....	Dubuque, Ia.



IT is no longer necessary for poets to tune their lyres to sing Italian skies, balmy air, exotic laden and clear; limped lakes fringed by grand forestry; traditional fascinations of location and historic events—since we have in our own South-land, a peninsular, bathed by ocean waters which possesses all these dreamy charms besides innumerable practical inducements. It is a fair, sunny State, around which clings the



ON THE ROAD TO FLORIDA. VIEW NEAR VINCENNES, IND.
VIA THE CHICAGO & EASTERN ILLINOIS RAILROAD.

memory of a series of conquests that extended through 300 years. Its old Spanish associations have left the emblems of an almost ancient decade that blend harmoniously with the climate and productions which seem drifted hitherward from the Mediterranean. But Florida, beautiful Florida, is not all of roseate sunsets and brilliant blossoms—it is the land of health and hope! It is the Mecca for the despairing, the elysium for the Tourist!

The deaths in this State, from consumption among the resident population, is but one to every 1,457. The pure, bland air is warm, but never hot or cold. It inspires and invigorates without being too bracing for the delicate. The summers are

never so hot as in New York, neither are its winters severe. There is sufficient moisture in the atmosphere, but it is never damp. Its fruits are refreshing, its flowers fragrant. Life grows broader, fuller, and rest is deeper and more lasting. Most emphatically, Florida is the Winter Resort for northerners who desire to escape the northern frost with its arctic rigors. It is the land of promise for the invalid, reached by a comfortable journey through a well settled and beautiful country. It is not a journey of weariness and bleakness that frequently injures the nerves and energies more than is possible to recuperate. It is a trip that begins the work of *physical reconstruction* for the fair land of Florida to complete. As our readers peruse these pages, they will discover as much for themselves.

The *Chicago & Eastern Illinois Railroad*, known as the "Danville route," is most emphatically the great natural highway from Chicago and contiguous sections to Florida and all points south and southeast. The old Danville route was long ago the popular line to Danville, Terre Haute, Vincennes, and Evansville, because it was



ON THE ROAD TO FLORIDA. VIEW NEAR DANVILLE, ILL.
VIA THE CHICAGO & EASTERN ILLINOIS RAILROAD.

the direct line, and since it has merged into the "CHICAGO & EASTERN ILLINOIS" its improvements and advantageous connections render it the most comfortable and speedy line, enhanced by sublime scenery, and attended by the most courteous officials. By this latter remark we express more than an obliging reply to a question. The journey is made interesting by pleasing and graphic descriptions of events that have rendered locations, the length of this Florida line, a continuation of absorbing historical reminiscences.

We observed as we found a seat in the finished coach, that all the et ceteras that induce ease, all the modern appliances for safety, have been adopted by this company. We glide away from the depot which is situated on the corner of Clinton and Carroll streets, west side, westward, sweeping round a curve and passing through the outskirts of the city, on the west side, southward. To the east, lies the great pulsing metropolis by the great Lake Michigan, and to the west, the rolling lands and trim

homes that characterize northern Illinois. Out into the charming uplands, and we find Dalton, Thornton and Glenwood, aspiring suburban towns that rapidly improve, and away, over the smoothest of tracks, low hills to the west with occasional groves, and to the east, rolling lands that are russet with gold where the grain has been standing, but now garnered for the winter's store.

We are tracing our way through an exquisite landscape, and we know our observations will not be disturbed by that wretched process of "changing cars." *The Chicago & Eastern Illinois is the only route between Chicago and Nashville that does not include that discomfort.* If one takes the night train from Chicago which runs through to Nashville, comfort and rest may be secured by an elegant and sumptuous Woodruff Parlor and Rotunda Sleeping Car. We are not surprised that the road has a good local night-travel. The coaches are especially comfortable, and are even brilliantly lighted.

The country which we have passed is not a level, but is rendered pleasing



ON THE ROAD TO FLORIDA.

CHICAGO & EASTERN ILLINOIS DEPOT AT TERRE HAUTE, IND.

by clusters of low, sloping hills, quiet vales and bright streams of water. Near Hoopston is a charming dell in which nestles a tiny cottage, just now covered with a glory of crimson and russet leaves that cling to the vines, loath to leave the pretty house bare and bleak when most it needs the vine shelter.

This "Danville Route" has ever been reliable. Its bridges are staunch, its track smooth and constructed of the best rails; its road bed admirably ballasted, thus obviating clouds of dust, and ensuring no spread of the rails or sinking.

Danville, Perryville, Eugene and Newport are passed with surprising speed. We are not submitted to detentions or irksome waiting. *Thus it is the Chicago & Eastern Illinois earns its popularity as the short route*, running directly south and incurring no delays. We are out upon a highland now, blessed with orchard, and lawn that has just been tinted with a light frost. Onward, towards Vincennes!

More and more broken grows the surface, the creeks dancing through little glades and pools darkling beneath the boughs of the forest trees. Princeton, Fort Branch,

Haubstadt, and then *Evansville*, that old, old city on the banks of the Ohio. Our car is taken upon the transfer boat that is to bear us down and over the Ohio river. A marvelous stream is this Ohio, its banks not only bright with forest and city, but with memories that are closely associated with national pride and the progress of civilization.

At *Henderson* an engine is waiting to convey the coaches from the boat, and we are soon on the soil of Kentucky. It is a sturdy State, and as we glide into the densely timbered country we lapse into reveries of its past and its possibilities for a future.

At Guthrie, we enter the State of Tennessee. Through a country happy in surface variations, it grows more and more broken as we approach NASHVILLE, until we are suddenly plunged into a wild, wierd, picturesque confusion of cliffs and mountains. We are anxious to reach that land to which the *Chicago & Eastern Illinois Railroad* is the great outlet from the north. Leaving Nashville we take the famous "LOOKOUT MOUNTAIN ROUTE," otherwise known as the



ON THE ROAD TO FLORIDA. HOMINY CUT NEAR LOOKOUT MOUNTAIN.
REACHED VIA CHICAGO & EASTERN ILLINOIS RAILROAD.

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY.

There is not a better piece of track in the Union than this Lookout Mountain Route, reached from Chicago by the Florida tourist or southern traveler by the Chicago & Eastern Illinois Railroad,—“The Danville Route.”

Just before reaching Murfreesboro, we enter what was once the Stone river battleground. The earth works are yet standing, and the courteous official in charge of the train points out the different spots where the conflict was most appalling.

At Christina, we climb an almost giddy grade. Up and up for four miles, the hills grow high and higher, and the depressions between more and more romantic. We pass Fosterville and then Bell Buckle, Wartrace, Haleys, Normandy, and we are at the foot of the table lands. Another giddy grade, our train curving and twisting tortuously to suit the abrupt surface and to maintain its hold upon the track. For

seven miles, we climb this height, finding ourselves by and by in *Tullahoma*, situated on the table lands, 500 feet higher than Nashville, and a favorite summer resort. The heat is never excessive, and the nights are refreshingly cool. Six miles from Tullahoma are the Hurricane Springs, another favorite resort for summer Tourists. The *Estell Springs* number seven.

The Cumberland Mountain scenery rivals the grandeur of any part of the world. A grade of 190 feet to the mile gives our train a test of strength which again proves her staunchness. We dash through a tunnel which extends through a mountain to the length of three-fourths of a mile, coming out into a great panorama of sublimity. The Cumberland mountain scenery! Buttresses of somber-hued rock jutting from steep walls that tower above us! The grand, vivid mountains tinged with the greenness of the pines mingled with the brilliancy of the first leaf-chill of autumn. Some of the peaks are glowing with the passionate hues of crimson leaves that contrast strikingly with the protected lowlands that have not yet indulged in a first shiver. The earth seems rent by numberless transverse ravines that trace the surface like so many arteries. Isolated columns, positive and bleak columns and figures that are defined against the sky of opaline lights and the loveliest of blues and a peaceful neutral tint. The distant mountains are always wrapped in that mantle of mist, purple-blue and almost a shadow. As our train speeds, the enveloping haze melts into reality. The billowy hills grow distinct. The irregular foliage is defined. Most glorious transitions of color greet one at every turn. Crow Creek leaps and dances, twists and creeps, until we count the fourteenth time we cross the stream. And at least a dozen times more we meet this irrepressible stream by the wayside.

We speed onward and arrive at *The Narrows*, where our train clings to the comparatively mere thread of earth between Land mountain and the Tennessee river. At Whiteside we again plunge into the darkness of a tunnel. At Pultigus, we greet Mount Lookout, a stupendous giant of the range that traverses this section of the country.

At Wauhatchie, we find the Narrows of this mountain, and our train makes a complete circuit before entering *Chattanooga*, "The Hawk's Nest."

The READ HOUSE is a delightful home for the public. Well kept, thoroughly comfortable and convenient, tourists and travelers will always remember it gratefully—as we do. From this romantic city, we pursued our way over the Western & Atlantic Railway, known as the old State Road. It is an admirable ride, through lovely, enticing northern Georgia, where the roads of red earth and the gray, contrast most singularly, and all around us is poetic and charming. The quaint, pretty towns, the brightness increasing until Atlanta comes upon us gloriously—a city most elegant and beautiful. And then away to Macon and Brunswick, and then away to the Florida land.

For rates and information northern tourists should apply to A. S. DUNHAM, General Ticket and Passenger Agent, No. 123 Dearborn street, Chicago.

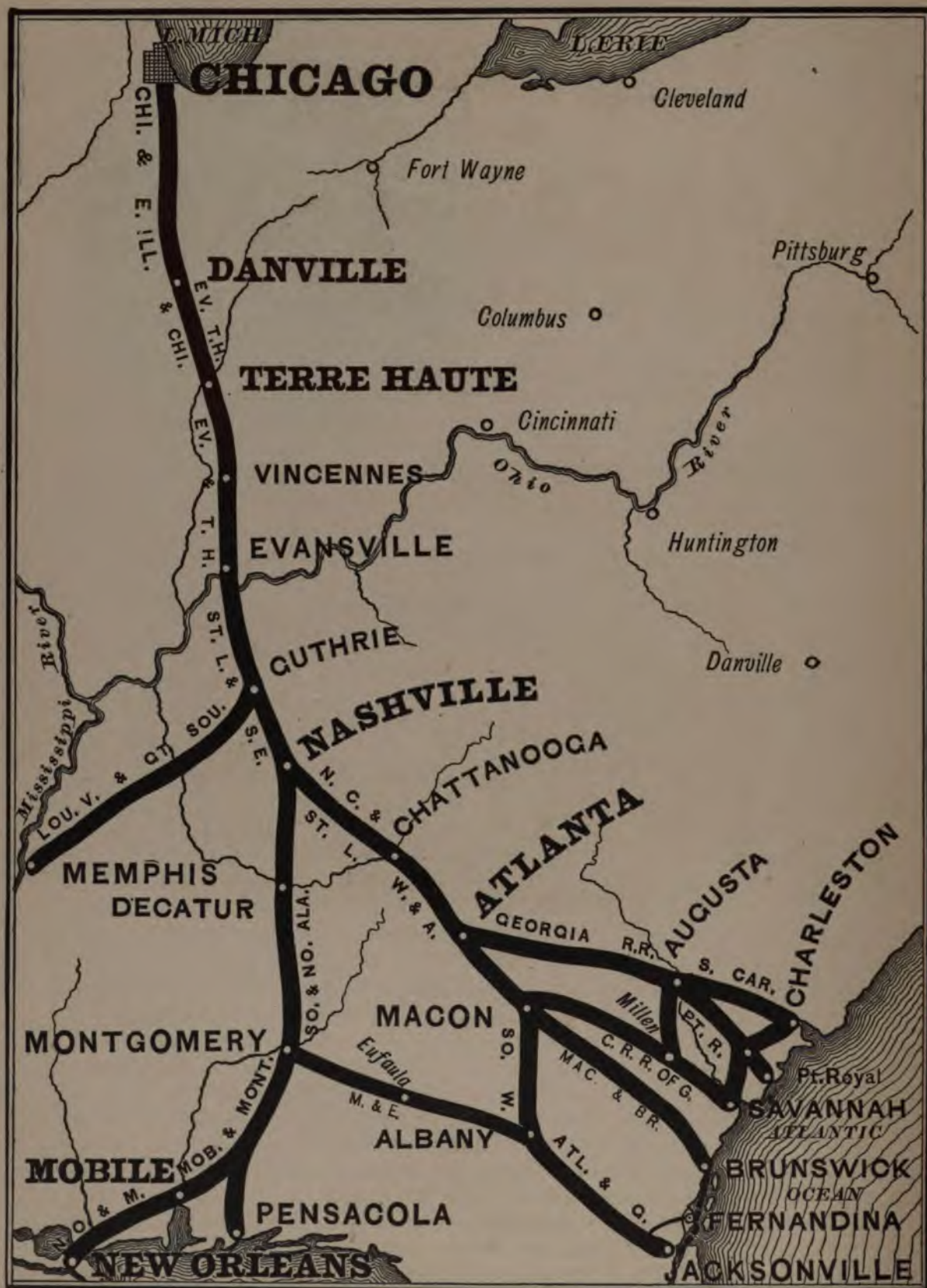
OFFICERS OF THE CHICAGO & EASTERN ILLINOIS RAILROAD, CHICAGO, ILL.

F. W. HUIDEKOPER, President.

O. S. LYFORD, Superintendent.

A. S. DUNHAM, General Passenger Agent.

R. FORSYTH, General Freight Agent.



Missouri KANSAS AND TEXAS RAILWAY.

WE were interested in the glowing southwest. We had read vivid descriptions of the beautiful Indian Territory that reminded us of Alhambra's glittering wonderland. We had also seen charming landscape pictures, brush delineations of its



VIEW IN THE BEAUTIFUL INDIAN TERRITORY.
ON THE MISSOURI, KANSAS & TEXAS RAILWAY.

rare attractions. But we were not satisfied. We never are unless we investigate. We believe in experience, in this case especially. We decided to visit this portion of the earth. We are always deliberate, therefore we considered routes very seriously before setting out. The result was, a purchase of tickets over the "Missouri, Kansas & Texas" Railway. That was the consequence of superior inducements in many respects. When we travel, we always secure all the advantages that will render the journey pleasant, easy and instructive. This line is the only one running a Pullman Sleeping Car from the cities of Chicago, Quincy and Hannibal, directly through to Sherman, Dallas and Houston, Texas. The "M. K. & T." also makes twelve hours quicker time than any line from Chicago, Hannibal and St. Louis, to Denison, Sherman, Dallas, Fort Worth, Waco, Houston, Hearne, Galveston and San Antonio. Again we have a preference for a first-class track, and a well managed engine and train.

And we desired to traverse that renowned and beautiful Indian Territory, and the romantic Neosho Valley of Kansas. We bade Chicago adieu, and reached Hannibal in due time, where we found the active "M. K. & T." ready to transport us in several directions, through the richest and finest sections. Its main line has a staunch, true track of 576 miles.

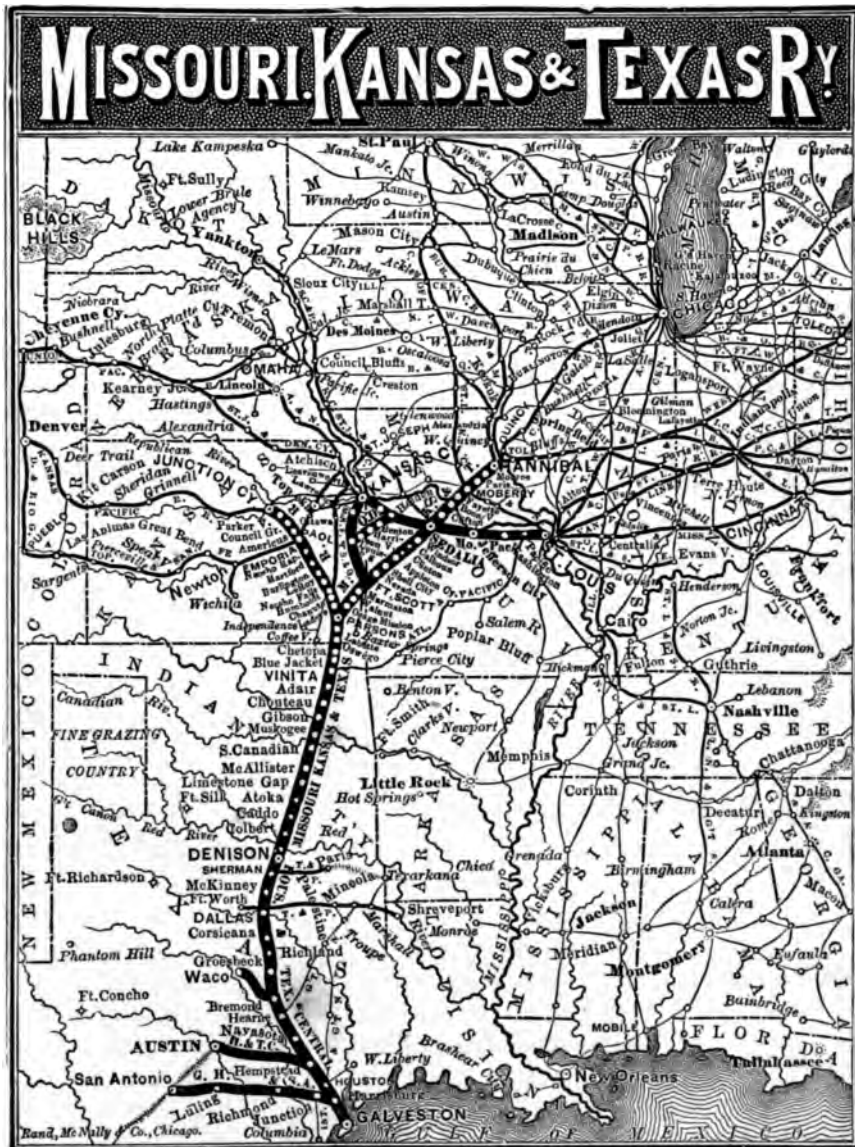
The MISSOURI, KANSAS & TEXAS RAILWAY from Hannibal, Mo., to Denison, Texas,—this point being 622 miles from St. Louis, and 856 miles from Chicago. The road takes a little run of 150 miles, "The Neosho Valley Branch," which connects at Parsons with the main line. This delightful valley merits all the praise lavished upon it. It is a continuous artistic sweep of landscape, varied in scenery, in coloring, in rock and glade and hill, and sweeps of field and meadow, for a distance of 170 miles in length, and from 40 to 50 miles in breadth. This valley is dotted with thriving towns. The soil is highly productive. When the New England farmer comes hitherward, even while he is planning the usual hard routine, his crops are ready for the harvest! Nature is now always in advance, whereas, in the olden times, he not only labored himself, but assisted Nature constantly. He grows prosperous, young and happy—believing he has found his Eldorado—the place where Providence is on every man's side who has sufficient ambition to assist himself. Here and there, at happy intervals, flow clear deep and swift rivers, with rocky bottoms and borders of valuable forestry, which furnishes timber for the useful, and delightful contrast for the beautiful. The spaces between these streams are brightened by romantic brooks and creeks, these fringed with a lighter growth of trees and shrubs. Chanute, Humboldt, Neosho Falls, Burlington, Emporia, Council Grove, Junction City, and other energetic towns, attest the rapid advancement of this valley, through which ONLY THE MISSOURI, KANSAS & TEXAS RUNS.

The Corporation being able, and sustained by capital and energy, it has furnished and will continue so to do, the most superior inducements that could possibly be extended. The company owns about 300,000 acres of the choicest lands, suitable for agricultural and stock purposes, which are offered at low prices, on long time, with a discount of twenty-five per cent. for cash. The general land offices are situated at Emporia, Kan. From Parsons, we began our southerly journey. All our desires for the wierd, fantastic, strange and beautiful, were gratified during the ride through that FABLED INDIAN TERRITORY. *It is a delightful romance of vision that is all the more wonderful because it is reality.*

This route is destined to even more popular than it is at the present time as a great highway to Texas, and one main feature that induces this result is the novel and wonderful attractions of this charming Indian Territory. Indeed, parties bent on exploring expeditions for pleasure and business, are now making this section a chief arena for investigation.

The road enters DENISON, the star city of north Texas—a city of enterprise and rapid growth. It there connects with through Gulf roads, making an uninterrupted, continuous line. Denison is rightly called the Golden Gate of Texas. Through it, passes everybody and everything that enters northern, middle and western Texas. It is but four years of age, and is yet a young giant. People are thronging here from all parts of the Union, and it must become speedily, one of the great emporiums of trade, possessing power which will be felt throughout the land. The area of Texas is 274,000 square miles. The Government has no interest in her lands. The State is thus fortunate. She has no wearing bonded debt or weary taxation upon the people. Northern Texas is her Eden, and thitherward runs the Missouri, Kansas

& Texas Railway, uniting it with all sections of the United States. We have placed but a just estimate upon the elegantly equipped and efficiently officered route that bestowed upon us one of the most pleasing scraps of brightness in all our lives. We assert with all sincerity that settlers make a fatal mistake in deciding upon locations before going over it, and investigating the land benefits. Capitalists err when investing money in precarious risks, when wide opportunities here await them, and pleasure-seekers omit rare enjoyment in passing it over. *It is pre-eminently the leading line of communication between the North and the Southwest.*



OFFICERS.

WILLIAM BOND, General Manager, St. Louis, Mo.
 ABRAM MITCHELL, General Superintendent, Sedalia, Mo.
 J. D. BROWN, General Passenger Agent, St. Louis, Mo.



THIS road, being under one management, make up their trains with uniform coaches of equal weight, build and proportions—an item that lovers of easy riding will appreciate. All trains are thoroughly supplied with every modern appliance for the safety of travel. The Westinghouse air brake and the Creamer auxiliary brake, Miller's safety platform and coupler, Baker's heaters and ventilators, elegant sleeping and parlor day coaches—insure safety and comfort to all who take advantage of this great



VIEW OF BLACK RIVER FALLS, NEAR ELYRIA, OHIO.
REACHED VIA THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

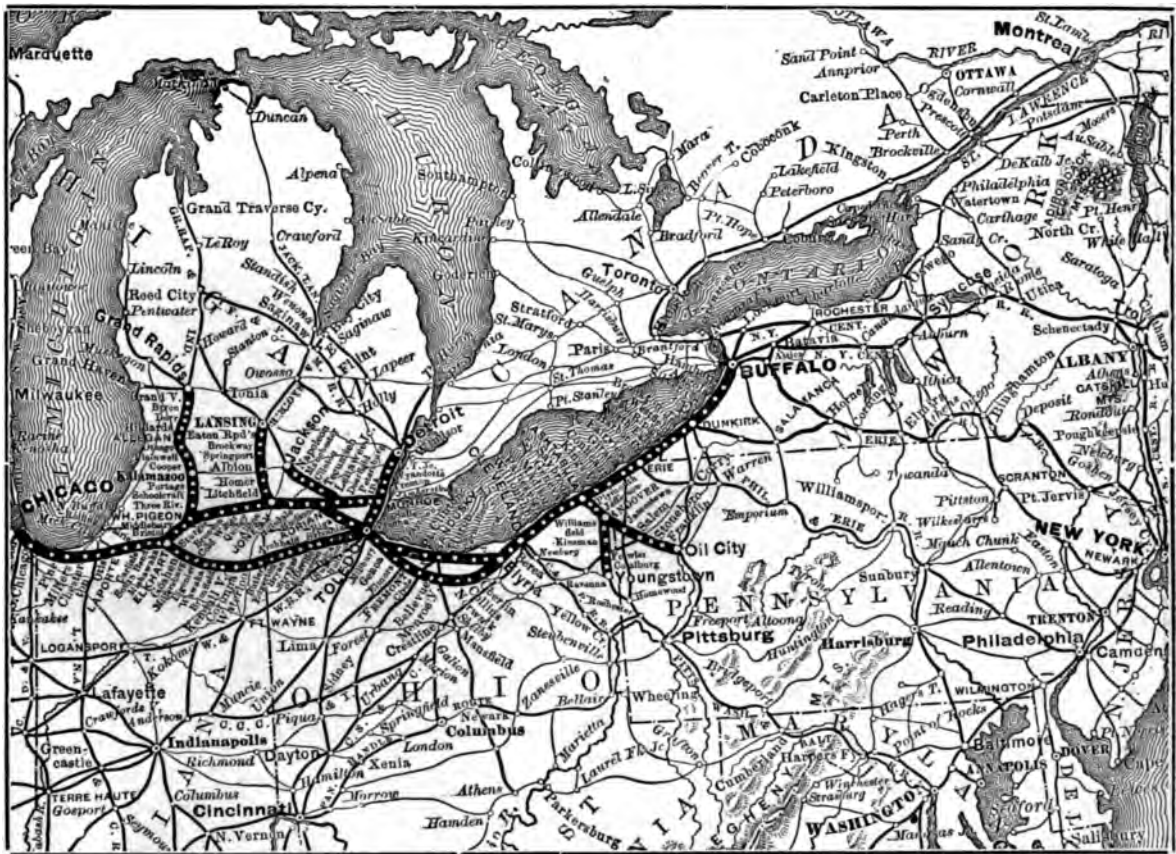
route *which is the only all rail route to the sea-board*, with no ferry or stage transfers. Its telegraphic system is accurate. An immense force of efficient officers and employes sustain the standard of the road, and will continue to do so.

By glancing over the map, one can realize the links that form this now continuous chain, but cannot so easily comprehend the resolution and persistent effort against perplexities that has accomplished the construction of one of the *grandest railways on the continent*.

One not in a newly settled country in traversing this road, although there is room enough, and to spare, the surroundings evince culture and taste, and the time to carry these accessories of an existence to perfection.

Mr. F. E. Morse, Chicago, the General Western Passenger Agent, is always prepared to give full information, and to represent to the people faithfully, the corporation's facilities, which *combine to create the best line of railroad between Chicago and the eastern coast on the continent.*

To William H. Vanderbilt is due the vast increase of the road's importance and profit to its stockholders. He has instituted a system that is deduced from an experience of scientific railroading. Not only is this evident in the plan of road operations, but in the appointments of the entire route.

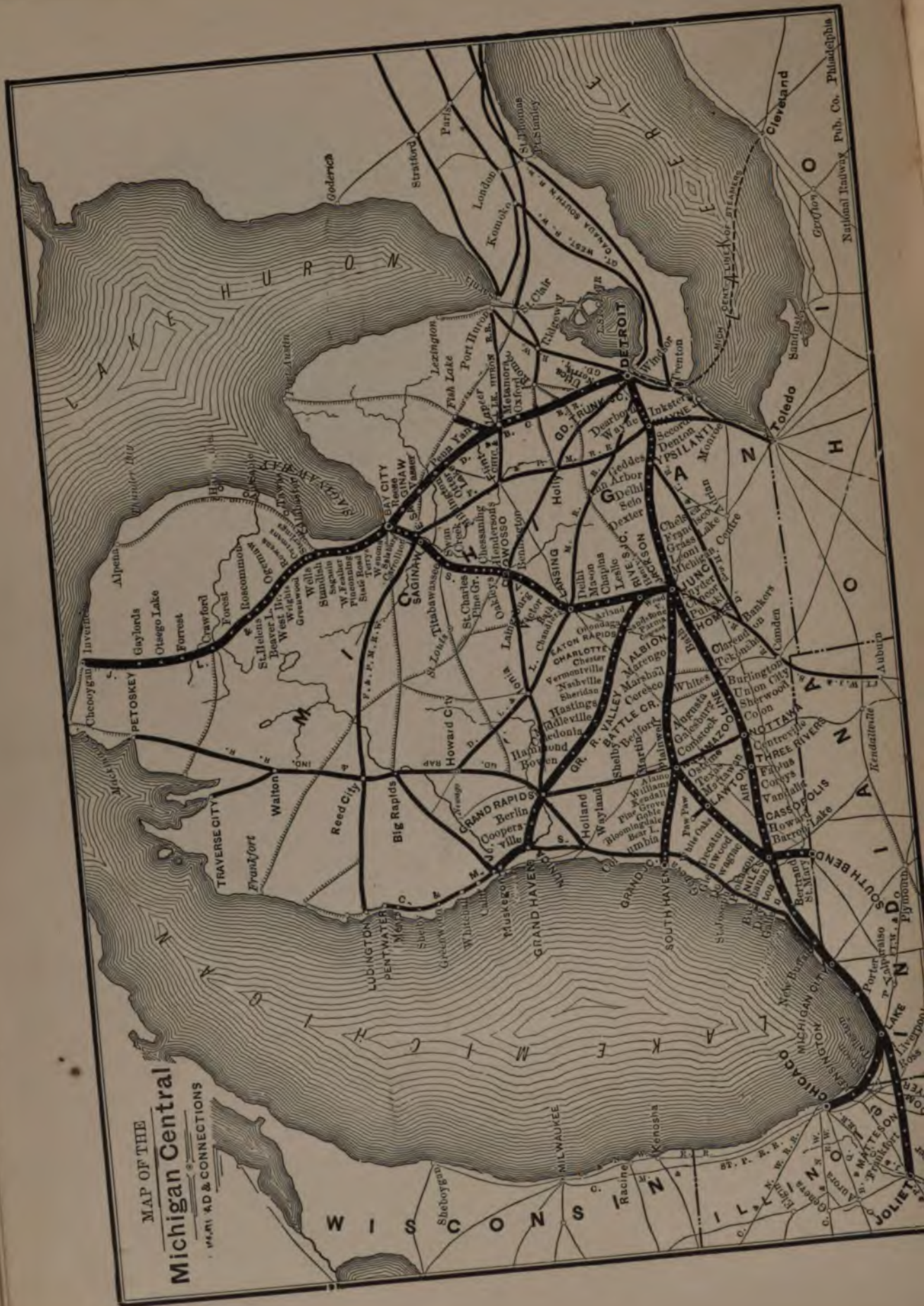


MAP OF THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

The traveler from the east who continues his journey westward, will find in this elegant depot all conveniences.

It is not necessary to be subjected to transfer, as the trains of the staunch and reliable CHICAGO, ROCK ISLAND & PACIFIC RAILROAD leave the same depot for western points, and all information is furnished in the building by most courteous officials.

MAP OF THE
Michigan Central
RAILROAD & CONNECTIONS





"A PALACE ON WHEELS!"

SUCH was our exclamation as we stood beside the staunch, admirably built "Pullman Coach," its general magnificence all the more striking, in comparison with the ordinary grade of railroad cars.

Our journey was to occupy a considerable time, and we were going over many miles of track. We had arranged for all specific accommodations to our destination, and thus were spared all anxiety—such being included in Palace Car benefits. We were also aware that we might place implicit confidence in the proficiency of the officers and employes in charge, knowing that the strictest surveillance is maintained over this part of the "Palace requisite." The conduct of every one in charge, though they be in Texas or Minnesota, is by some legerdermain known at headquarters; and yet, being aware of all this, we must admit we were unprepared for the courtesy that was not ostentatious, nor of the kind that seems measured out as the routine of a disagreeable task given as an equivalent for the salary received. The attentions bestowed were thoroughly hospitable and well-bred, quite in keeping with the general air of comfort, ease and rest that pervaded the parlor we entered. We do not think it was the luxury and exquisite designs of ornamentations, we glanced over in a general way—that impressed us so vividly in the beginning, as an indefinable sense of *contentment*. Once ensconced in our commodious seat—utterly devoid of any sensation of limited space, we began to analyze the *tout ensemble* of our movable abode. Elegant upholstery, velvet and plush, warm and rich in coloring, with clearly cut figures in pleasing relief upon a rich background, carpets very like nature's tufted tapestry that gladdened our weary feet, when years ago, we explored dell and glade; ornamentations of gold and ebony, silver mountings, medallions in bronze, frescoed ceiling, from which depend daintily designed lamps—gleaming mirrors—in fine, all the elegancies that could possibly be adapted to embellish the refined comforts of a palace car. From the most minute to the most positive necessity, the same skill, perfect taste and forethought in providing for the needs of the public, were paramount. And yet beyond this limit—where the public would feel grateful without proceeding further—extends the ability of this superbly arranged parlor. One may procure all the *et ceteras*, and indulge wishes beyond the necessities, which are promptly and satisfactorily met. If one desires absolute repose, private compartments can be procured.

We lift the silken curtain and gaze out upon the restless throng, allowing it to fall back to its place as we glide out of the depot and into the deepening night. We abandon ourselves to a dreamy reverie which verges upon a half slumber. And then the attendants arranging the berths with rapid ingenuity, transform our parlor into a *sleeping apartment*. We shall rest well since our bed is inviting, and we are not nervous *because we are safe!* We know the frame of a Pullman is of Herculean strength, with such resisting force that again and again have these cars withstood shocks and collisions without injury, in which ordinary cars have been completely wrecked. We are also aware that the floor is double, the intervening space being filled with material to muffle the noise of the wheels. Neither will we be annoyed by any oscillation and jarring, the cars being so constructed as to obviate this, and to overcome all inequalities of the track. All the best mechanical improvements are adopted—the Miller Automatic Coupler, Paper Wheel, the Westinghouse Air Brake, &c. We awaken in the broad morning refreshed. We find the lavatories supplied with the *best* requisites—soap, towels, &c., in abundance, and we complete our toilet with as much ease as if we were in our own cosy room. When we return to our place it is a parlor again. We observed on our way that the gentlemen's boots have assumed a brighter complexion, having been removed in the night by an expert hand and returned quite as skillfully. The sun growing brighter we begin speculating upon breakfast—and our portable home is a *dining room*, with the best appointed tables abundantly supplied, and served by dextrous attachés. We must not omit the perfect ventilation that has supplied us with pure air. This device works with the motion of the train, and yet excludes all the dust, &c. The car is warmed by means of hot water pipes that pass entirely around the coach in one continuous wire, and a coil ending in a heater in a separate compartment.

We feel convinced that a ride in a Pullman car is better than always remaining at home, since we escape for a time the petty cares of every-day life.

When transportation by rail was first inaugurated, mankind was convinced that the "golden era" had dawned. *Rapid transit* was the main requirement to unite the world, and it had been attained! *Universal exchange* would not only impart vigor and impetus to civilization, but would involve in its consequences prosperity and wealth. Having been satisfied as to *speed* and *safety*, the subject of *convenience* was considered and acted upon. And yet, that law of nature that marks one desire by the birth of another, went on and craved *comfort* and *luxury*.

To obviate the forlorn and weary watches of the night seemed a complicated consideration, but if they could be overcome passenger traffic would largely increase, and the public better served. In the year 1858, a few of the leading railways ventured upon the experiment of "sleeping cars." Different methods were adopted, and cars were constructed under various patents. In some cases ordinary passenger coaches were utilized. All these efforts proved crude and unsatisfactory, if not futile. New objections and obstacles counteracted the benefits. The cars were mostly confined to the roads owning them, and were unsuited to the necessities of long travel, being

chiefly used to accommodate local transportation, and then only when the line was of sufficient length to occupy an entire night in the transportation of its passengers. It was, however, certainly evident that a plan which *would* and *could* overcome these obstacles would be of a paramount benefit to the world.



INTERIOR VIEW OF PULLMAN DRAWING ROOM SLEEPING COACHES IN USE ON THE ERIE RAILWAY.

MR. GEORGE M. PULLMAN,

was the first individual who resolved the subject into a rational consideration of cause and effect. From this he deduced his valuable Sleeping Car SYSTEM.

This system was based upon the fact that it was impracticable for a number of railway corporations to unite in opinion as to a method, a uniform pattern of cars, to perfect uniform arrangements, and to satisfactorily utilize the various devices and inventions employed that make up the comfort of the Pullman car. To properly conduct such an enterprise, a separate organization was obviously necessary, as its business was entirely foreign to that of Railway corporations,—and such organization should be especially devoted to Sleeping-Car purposes,—the provision for abundant supplies of linen; the necessary laundry arrangements; the selection of suitable means of heating and ventilation; conducting and operating the coaches in such a manner as would secure the requisites of a coach devoted to the special purpose designated. The Pullman system is grounded on the fact that every means which conduces to the comfort of the traveling public shall be most considerately utilized. Should corporations desire to participate in the interest, suitable provisions would be made in the specifications to enable them to do so. They could thus become participants in the business of the enterprise, as well as recipients of its benefits.

The Pullman system also provided for continuous travel between far distant points, in coaches adequate to the requirements and comforts of day and night travel. From this came that consoling consideration that now obviates the anxiety and annoyance of several times purchasing tickets and re-checking baggage—"no change of cars."

In 1859, Mr. Pullman fitted up two of the ordinary passenger coaches of the "Chicago & Alton," for sleeping car purposes. These differed from all others which had been introduced, in being scrupulously clean and neat, with the addition of comforts that went beyond the limits of meager necessities. The uncomfortable *bunk*, the severe grey blanket and uncompromising hair pillows were discarded, and a Christian-like bed given the public, with inviting linen, mattress, feather pillows and suitable covering. All the convenient accessories and those inducing ease were proportionately improved. Thus, in retracing the steps of the organization, we find the Pullman Car, even in its crude state, renowned through its own merit of comfort.

In 1863, Mr. Pullman began building his Palace Cars, assigning one to the "Chicago & Alton," by the sturdy name of "Pioneer," and another to the "North-Western," "The City of Dubuque."

Their elegance far exceeded the most sanguine expectation. Probably no passenger car built previous to that time had exceeded in cost \$5,000. The "Pullman" involved an expense of \$18,000 in building. It was thoroughly equipped for both day and night travel, and suitable for operating upon the plan of a continuous route, over several distinct lines of railway, as embodied in the now well known "*Pullman System*."

The public received these coaches with enthusiasm. Uninterrupted journeys not only obviate anxiety, but give opportunity for social converse, thus rendering what was once a weary jaunt, a novel pleasure, better than remaining always at the fireside, and involving other attractive changes than a means whereby to reach a destination.

We learn, upon inquiring for the objections, brought forward when the system was inaugurated, that Mr. Pullman's seeming extravagance induced some debate as to the ability of such a system to hold out as it had begun, in the arrangement of the car. It rather shocked the "will do" principle that had governed most similar enterprises. The "venture" seemed precarious to many representative financiers. Ominous doubts were expressed as to the sustaining power of the enterprise in these "unnecessary outlays." However, Mr. Pullman adhered to his original conviction that what the public *needed* would be in demand, and consequently an equivalent would be rendered. The discrimination of the Originator may here again be traced,—now that it has been demonstrated.

The public was fully aware of the existing necessity of the most comfort which could be contained in these coaches. As time passed, it would accept only the *best*. The demand for these accommodations would increase in such rapid ratio that other individuals or companies might seek a prominence by an endeavor to over-reach the "Pullman." Hence, it *began* as a LEADER, and has thus sustained its prestige through the same principle that gave it a positive beginning.

Mr. Pullman carried with his own energy and perseverance this growing enterprise until the year 1867, when the increasing popularity of these coaches, and the system originated and inaugurated by him, rendered it necessary to organize a company on a sufficiently broad basis to enable the railway corporations to become part owners in the enterprise, which we understand, was a part of the original plan. The coaches had become a *necessity* to these Corporations, since the public made an imperative demand for them.

The Queen of the Rail was crowned by the gratitude of the civilized world! It was more than proven that Mr. Pullman's system and coaches were a "venture" *on a certainty*. It is evident to the world to-day that he understood and comprehended the end at the beginning—a course which seems plausible enough to us at the present time, now that we have seen it worked out. To him it has been the inevitable consequences of a well-formed plan;—to the world, a surprise and benefit.

To enable the reader to better understand the relation between the organization and the roads, we quote from an official published letter written by Mr. Pullman to the chairman of the Senate Committee on Transportation, Washington, D. C., Feb. 6th, 1874:

"The Pullman Company contracts to furnish its cars to railway corporations for a period of fifteen years, and gives such company the option, if exercised within a reasonable time, to purchase a half interest in the cars assigned to its road at their cost, with no charge for the use of patents, and to share equally with the Pullman Company the results of the business. The Pullman Company agrees to furnish such number and kind of cars as may be required by the railway companies to meet the demand of the traveling public. It furnishes the employés, who are subject to the rules and regulations of the railway company for their own employés. The railway companies control the movement of the cars, and use them the same as if they were

their own, carrying their passengers in them, and receiving the whole of the railway fare, thus saving the amount of capital they would otherwise be compelled to invest in building cars of their own. The Pullman Company derives its revenue from the rental of the berths and seats as a compensation for furnishing the cars and attendants.



INTERIOR VIEW OF PULLMAN DRAWING ROOM COACHES IN USE ON THE ERIE RAILWAY.

"The railway corporations receiving the service of the cars for the transportation of its passengers free of cost, they agree to maintain them the same as they would be obliged to maintain their own, with the exception of the carpets, upholstery and bed-

ding, which constitutes that portion of the equipment pertaining to sleeping accommodations. These require frequent renewals, and are maintained by the Pullman Company."

More than sixty-six railway corporations have entered into these contracts. Some of them have become participants in the business by subscribing to the Pullman stock at its par value, and receiving the usual dividends;—others by associations in which the railway companies are joint owners with the Pullman organization in the cars assigned to their use, providing half the capital, and sharing equally in the results.

That these specifications and the equity between the corporations and the organization have been entirely satisfactory may be judged from the fact that at the expiration of the contracts, the railroad companies immediately renewed them, among them the "Chicago & Alton," "Chicago, Burlington & Quincy" and "Northwestern."

The celebrity of the Pullman Palace Car, which is to-day the standard palace car of the world, has extended over Europe, where many companies have adopted it. We understand the "Wagner" pays an annual tribute to the "Pullman," being convinced no other coach would please the public.

We add a few of the foreign criticisms that have come under our notice. The *London Times* devotes much space to a minute description of the cars, continuing thus:

"Excepting, perhaps, some of those which have been built for royalty, there are no railway carriages in England to approach the Pullman cars in beauty of decoration or elegance of finish, and the excellence of the workmanship corresponds throughout with the design and the materials. Everything fits closely, everything works smoothly, and the eye falls everywhere upon mechanical contrivances of that ingenuity which we are accustomed to recognize and describe as 'American.'"

"It is now easy to understand what a small matter to an American is a journey occupying a week or more in duration, and it shows how far behind our cousins we are in the matter of railways when we consider that a passenger may travel from New York to San Francisco without suffering any deprivation of his ordinary comforts. The sooner Pullman's cars are in use throughout England the better."—*London Lancet*.

"The introduction of these cars is one of the most important and much-to-be-desired innovations that the railway system has seen in these latter days. The question which the intelligent railway traveler will now ask himself, on seeing these cars is—Why did not somebody introduce something of this kind before? To give a description of these magnificent cars in one short sentence would be but to say that the twin handmaidens of science and art have been invoked by Mr. Pullman to do all that human forethought could suggest for the safety and comfort of the passengers."—*London Civil Service Reform*.

As all *ends* are attained by appropriate *means*, it will be of interest to state that these cars are largely produced at Detroit, where the Pullman Company own large shops, erected on the most improved plans, so far as capacity for production, convenience and safety are concerned. Here are many hundreds of skillful workmen, directed

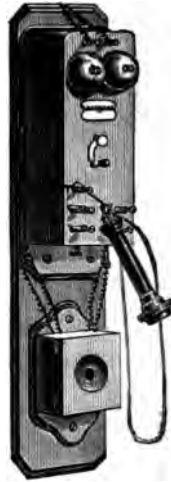
and controlled by able, experienced and inventive managers and foremen. On these premises are executed all kinds of work appertaining to the building, equipment and repairing of the cars. The trucks, the iron work, the heaters, the painting of the headlinings, the upholstering of the seats, the making and plating of the trimmings, the silvering of the mirrors, the beautiful inlaid work which is so attractively prominent on the berth fronts; these, and many other portions of the cars and their equipment are all prepared at these shops, where also there are extensive sheds for the housing of cars while under repair. Other shops of the Company, but on a smaller scale, are situated at Elmira, New York.



INTERIOR OF PULLMAN'S DINING-ROOM CAR.

The western metropolis possesses the honor of numbering among its representative interests the headquarters of the Pullman Palace Car Company. The general offices are situated on the corner of Michigan avenue and Adams street. Mr. George M. Pullman, the originator of the enterprise is the President and General Manager of the Company. In its extensive operations, it furnishes employment in this country and Europe, to more than three thousand persons.

→ THE ORIGINAL SPEAKING TELEPHONE ←



MICROPHONE, TELEPHONE, AND MAGNETIC CALL BELL.

THREE centuries since, the balmy air of Italy, heavy with exotic perfumes, softly stole through the windows of the great cathedral, in the ancient city of Pisa, a city marked by its imposing cathedral and leaning tower. Beneath the lofty ceiling of the magnificent structure, a marvellous chandelier, suspended by a slender silver chain, was slowly swaying to and fro in the delightful southern breeze. From his station in the chancel, a solemn-faced choir-boy followed the movements of the glittering cluster of lamps with his eyes. Anon, a sudden current of air sends the cluster swinging in a wider arc, and then the motion dies away in gradually lessening oscillations. This young, pale-faced philosophical chanter noticed that the motions of the suspended chandelier were always performed in *equal times*. This led him to the discovery of that far-reaching physical law, *isochronous vibration*.

This was the first of a brilliant series of successes which have rendered the name of Galileo forever immortal. Through the succeeding years this principle has augmented its power. The reader will readily comprehend the motion of a vibrating pendulum. All solid bodies exhibit this phenomenon of vibration in various forms and degrees. Cords and wires have their elasticity and vibration regulated by tension. Elastic plates and membranes are governed by the same law. If a tuning fork or wires be struck, undulations are caused in the surrounding air, the same as a pebble disturbs the surface of the water.

This law discovered by Galileo has been traced through all the wonderful vibrations of bodies and sound, until the discovery of THE TELEPHONE startled the world with its power of transmitting sounds instantly between far distant points.

Sound is simply a sensation resulting from the action of vibrations upon the nerves of the ear. If the same vibrations are felt by the touch, they produce a certain peculiar fluttering sensation; but this is not sound. Therefore, although all sounds are necessarily the result of vibrations, all vibrations do not necessarily produce sound. The vibratory motions proceeding from sounding bodies are usually conducted to the ear through the medium of the atmosphere. Therefore, to produce any given sound, of whatever character, at a distance, it is evidently only necessary to throw the atmos-

phere at this point into vibrations precisely similar in every respect to those which would be produced by the action of the original source of sound, whatever it may be.

The next important step in the progress of invention was obviously the discovery of some means whereby the proper amplitude of each vibration, or succession of vibrations, either simple or compound, could be correctly reproduced by means of an electric current; and when this was once done the general problem of harmonic telegraphy may be said to have been solved. This having been accomplished it was not difficult to foresee that two important practical applications might be expected to follow, namely, multiple transmission, and vocal transmission.

THE BELL TELEPHONE.

Mr. Alexander Graham Bell has been a faithful worker upon the problem of multiple telegraphic transmissions by means of harmonic vibrations. Particularly, he gave his attention to the vocal physiology or the mechanism of the human voice. His earliest experiments were made in Boston in 1872. In 1876, he made important discoveries that led to his SPEAKING TELEPHONE. After much study and many experiments, Prof. Bell has made an important discovery in connection with the Telephone. In England, it has been a complete failure on account of the fatal induction generated by the contiguity of other wires. Prof. Bell has not only discovered a preventive for this induction, but has greatly increased the clearness and force of the telephonic vocalization.

We give a quotation from a renowned electrician, on an occasion of scientific discussion among learned men.

"I ought not to allow an occasion like this to pass without speaking of that newest and most wondrous novelty, the speaking telephone, of Bell. No marvel of science has taken the world so much by surprise since the day that Field spanned the ocean with a thread and linked the shores of Trinity Bay with those of Valentia. How wondrous the silent growth of the useful arts, and sometimes how sudden the blossoming and fruitage."

Sir William Thomson, in his official report, following Prof. Bell's first experiments, thus expressed himself:

"Mr. Alexander Graham Bell exhibits apparatus by which he has achieved a result of transcendent scientific interest, the transmission of spoken words by electric currents through a telegraph wire. This, perhaps the greatest marvel hitherto achieved by the electric telegraph, has been obtained by appliances of quite a home-spun and rudimentary character. With somewhat more advanced plans and powerful apparatus, we may confidently expect that Mr. Bell will give us the means of making voice and spoken words audible, through the electric wire, to an ear hundreds of miles distant."

The quality of the human voice was in the beginning remarkably preserved by THE BELL. It was transmitted purely and accurately. Mr. Bell's later inventions have ensured a remarkable volume in the tone. Recent experiments have been almost startling. Being attached to the Chicago, Burlington & Quincy Railroad telegraph lines, the Bell transmitted sound so distinctly to *Omaha*, that individuals in the office in that city, heard the newsboys calling out on the streets, in Chicago. Conversation between Chicago and Milwaukee is now considered no marvel.

The *Melephone* invented by the same prolific genius has aided greatly in advancing the science Prof. Bell so assiduously searches.

UNDENIABLY THE BEST.

In Chicago, the Bell Telephone has gained a wide and constantly increasing popularity. The list of subscribers at the present time, increases so rapidly, that it is necessary to allow three or four weeks for the filling of the order. The principal business houses, hotels, municipal and public offices, police and fire department headquarters and private residences, are patrons of this superior and important invention. This direct method of communication between business houses is of enormous value. It is, besides, an economizer of time, an absolute saving-apparatus of large sums of money! One of the largest firms in Chicago assured the writer that it obviated an expenditure of even thousands of dollars, and practically proved the same by adding actual figures and exhibiting the total sum. It is also very convenient to be able to communicate almost instantly between a business house and a residence. The merchant may thus be able to exercise full control over his interests when unable to be in his usual position.

The rapidity with which the Bell communicates intelligence, may be judged by the fact that at the Halsted street office forty-eight connections were made in twenty-five minutes.

This was done to herald a change of Railway rates to shippers.

With these facts in view, it ceases to be a surprise that *the Bell* has attained so high a standard in the Western Metropolis. It is accorded the merit of being

THE TRIUMPH OF THE AGE.

The Telephone was first brought to Chicago as an experiment. It was a curiosity-specimen. People flocked to see it, to hear it, and to speculate upon it.

It was then adopted as a luxury. Thereafter it became a convenience. But this was soon followed by a thorough conviction that it was a *necessity*.

We apprehend the day is not far distant when those residing in suburban towns will rejoice in Telephone connection with their business houses in the city. One is more than convinced this will be the case when sufficient attention is given the subject to follow its progress, its achievements and its power.

What began as an experiment in Chicago, has been resolved at this early day into an important portion of the

NATIONAL BELL TELEPHONE COMPANY.

Since the Blake Transmitter or Microphone has been added, THE BELL is the universal favorite. It is certainly the age of wonder when a whisper may be heard a considerable distance, and a song many miles. Another obvious reason why *The Bell* is so eagerly sought, is its *reliability*. It is the least influenced by atmospheric extremes, and is rarely out of order from any cause whatever. It is perhaps, in a great measure due to the systematic management of *The Bell Telephone Company*. The most assiduous guard is kept over the connecting wires. Instead of waiting for the information that some difficulty has occurred, the Company *keeps in repair* instead of *mending* so much. Again, at the Central Office, the strictest vigilance is kept up and calls are almost instantaneously answered. The office is kept open day and night and the same watchful care never ceases. The Company has also added the great convenience of a *messenger service*. This is available to the general public as well as to the subscribers of the Telephone. A service of this nature in connection with the Bell

Telephone Company, aided by its numerous branches, makes the business of inter-communication complete. On application to the Central Office, or any of the branches of the Company, or through the Telephone, a messenger may be called to deliver notes, packages, &c., or for office work, to any part of the city.

Thus it will be seen that the company are energetically striving to render the communication system *complete*.

The General Office may be found at No. 125 La Salle Street, C. N. Fay, General Manager.

A NEW FIELD FOR THE TELEPHONE.

One of the latest and most successful applications of the Telephone has been made in Burlington, Iowa, where it has been adopted for fire-alarm purposes.

Its effectiveness has been fully demonstrated there, in recent fires, in which the amount of property saved by its use was sufficient to pay for the entire system.

We expect, ere long, to see this system in practical use in many of the small cities of this country, which cannot afford the expensive Gamewell system, now in use in all large cities.

In many places an entire fire-alarm system can now be established, with thirty to fifty stations, for a less sum than the cost of three or four of the ordinary Gamewell boxes, before they have been put up and the wires attached.

The system in general is as follows: Five or six miles of wire is run about the city, with twenty to fifty fire-alarm boxes, at the most convenient places. In each engine house an alarm bell is placed, with apparatus to operate the same. Any time, day or night, by opening the door of the fire-alarm box, the alarm is automatically given to the engine house; and at the same time the mouth piece of the Telephone is exposed, so that the exact location of the fire can be given to the firemen.

This is one of the few systems of fire-alarm telegraph not infringing on the Gamewell system, which covers nearly every mode of fire-alarm telegraph. This has been demonstrated a new field of usefulness for this wonderful little instrument.

OFFICE OF THE CHIEF ENGINEER FIRE DEPARTMENT.

ST. JOSEPH, MO., April 28th, 1879.

To the Bell Telephone Co:

JOHN FENMEUR, Agent, St. Joseph, Mo.

Our fire department adopted the use of the Bell Telephone as a fire-alarm on January 16, 1878.

The first fire department to adopt it in the United States, and during a period of sixteen months we have received (87) eighty-seven fire-alarms, and in every case proven satisfactory.

The entire lines working without expense or repairs, only on buildings that have been burnt down where our lines run over. It is not liable to get out of order, and no expense after once established.

I cheerfully recommend it as the cheapest and easiest fire-alarm in the world. We would not be without it for ten times its cost.

WM. B. McNUTT, *Chief Fire Department.*

❖ JOURNALISM ❖ IN ❖ CHICAGO. ❖

SOMETHING OF ITS ORIGIN, STANDARD AND PROGRESS.

THE development and progress of a country, section or city, is marked by a corresponding advancement in the power and influence of the local "press." There cannot be a prosperous community without natural influences which create and sustain monetary, mercantile, commercial, manufacturing and agricultural interests. Neither can these giant motive powers of a nation or municipality be carried forward to a first rank without an educational and moral foundation. From these emanate theories of government which shall influence the vital interests of prosperity, individually and nationally—the one directly united with the other. Men call these views, after they have become beliefs—*politics*. Naturally the power of the "press" increases with the strength of a people—since it is the public record and the voice of the world. Universal exchange, we have already stated, is essential to the advancement of civilization. The railways and the telegraph, all means of transportation and communication, materially aid the progress of enlightenment, but the people's view of the whole world, the panorama of the events of the times; the great public expounder of truth, example and practice; the *leader* in the great controversies of the age, and the staunch color-bearer of its own principles—is the NEWSPAPER! A "literary paper" cultures, teaches and entertains. It materially assists the expansion of views and awakens argument, but the grand arena for intellectual practice is found in the field of *Journalism*. Great minds have made its elements a life study, and by uniting them with great principle, have lead a nation, or warned it when danger threatened.

The journalism of Chicago has, from a small beginning, increased in importance, in the same ratio as the city has gained its prestige. The one ranks with the other in the world's estimate of commercial and journalistic honor. We may, perhaps, better illustrate its growth and standard by referring to THE REPRESENTATIVE NEWSPAPER OF THE WEST.

THE CHICAGO TRIBUNE

was launched upon the tide of experiment on the 10th of July, 1847, through the suggestion of Mr. Thomas Kelly, who had formerly owned *The Gem of the West*, a literary paper. This gentleman, with Mr. John E. Wheeler, and Mr. J. K. C. Forrest, went about the work vigorously. Mr. Forrest suggested the name—*Tribune*, which was at once adopted. It is generally supposed the title was a copy from the Eastern journal by the same name. The word is, however, of Western origin. Mr. E. G. Ryan, in the year 1838, published a diminutive sheet by that name in the embryo city of Chicago.

The new aspirant for journalistic honors adopted an independent, free soil policy, enlisting bravely in the cause of humanity. At its inception it was bold and earnest in whatever seemed for the weal of general prosperity and honor. It was the first newspaper to appeal to the public in the cause of railway interest. It first discussed a Merchant's Exchange or Board of Trade. Its energy in obtaining the Mexican war news demonstrated its ambition to be the leading *newspaper*. The first news intelligence was received over the wires in 1848. This announced the French Revolution,

which dethroned Louis Philippe. During the same year it supported Martin Van Buren as President.

The year 1855 is prominent as the initiation of the vitality of *the great Tribune of to-day*. The addition of Mr. Joseph Medill, Dr. C. H. Ray, Mr. J. C. Vaughn, and Mr. Alfred Cowles upon the staff gave the first breath of strong existence to the publication. Executive ability was all important as a solid foundation upon which to build the editorial structure. Mr. Medill occupied the editorial chair, and Mr. Alfred Cowles had charge of the finances. Soon thereafter, *The Tribune* consolidated with *The Democratic Press*, of which Mr. Bross was a member. In 1860 the paper was called *The Chicago Tribune*, and in 1861 *The Tribune Company* was incorporated, with a capital stock of \$200,000.

Nationally, *The Chicago Tribune* has exerted an influence that is closely allied to a part of the most striking historical events of the United States. In 1858, Stephen A. Douglas,—“the Little Giant,” and Abraham Lincoln “stumped” the State of Illinois for the U. S. Senate, each being a candidate. In *The Tribune* was published full stenographic reports of these debates. This brought Mr. Lincoln prominently before the nation, and *The Tribune*, expounding on the character and abilities of the man, awakened a party sympathy, which led to his nomination as President. The Lincoln campaign was supported by the paper, and its clear, terse and sound reasoning speedily widened its influence, and consequently its circulation.

The great National conflict followed. Prior to this period the newspaper was a convenience and a luxury, and being inexpensive was bought to the extent of a “living” for publishers. “Newspaper property” had not gained a par value in the market. Its dividends were mainly declared in *fame*. The war, however, rendered the sheet a *neccessity*.

Politically, it began in the “free soil” faith. By reason of editorial management it verged into the “Whig” views, and later, it became the organ of the Republican party. On account of ill health, Mr. Medill resigned his position as managing editor in 1865. Mr. Horace White was elected to succeed him. Under the management of the latter, the paper entered the field of *Independent Journalism*. Mr. White’s theory was that party errors could be better treated, more effective reforms worked out, through the paper, by taking a stand outside the party. During his administration the “free trade” question was agitated and *The Tribune* took the stand in the affirmative. Mr. Medill resumed the management in 1874, again entering the Republican ring and espousing the Republican cause. His firm belief is, that the errors of his party can be more substantially corrected by being positively identified with the party. Mr. Medill has not only clearly demonstrated his impartial discretion in the vital questions of the times, but his earnest sympathy with the Nation as a free people, depending upon judicious liberty and National strength, for the individual prosperity. He cautiously reasons upon the cause and effect of governmental measures as applied to the people, before advocating them. *The Tribune*, therefore, although a staunch Republican publication, seeks to rectify the mistakes of its own party while sustaining its truths.

The Tribune began with a hand-press which was succeeded by horse, and then steam-power. A four cylinder press, and then an eight, and lastly, three enormous presses, each machine capable of throwing off, folding and pasting 12,000 copies per hour. Frequently in one edition, these presses complete over 90,000 of the *Daily Tribune*, using six tons of paper, and requiring the labor of one hundred and sixty persons, the editorial force numbering twenty-five.

Sherman House

CHICAGO



ALVIN HULBERT PROPRIETOR.

LOCATED AT THE CORNER OF RANDOLPH AND CLARK STREETS.

IT is quite comprehensive that the attractions which constitute the chief characteristics of a "home," are comfort, cheerfulness and honest courtesy. It so transpires that a large proportion of the world's people have, through circumstances, no domiciles of their own. These, and the traveling public, are anxious to secure



VIEW OF CLARK STREET ENTRANCE SHERMAN HOUSE.

accommodations the most desirable, combined with ease and peace. We have scrupulously considered the requirements of our readers in this respect. We admire luxury and elegance, but these grow *grandly* irksome when devoid of that peculiar ease and comfort that imparts *true rest*. In representing THE SHERMAN HOUSE, we are confident we have selected *the best appointed Hotel in Chicago in every respect*.



While its furnishings are superb, there is not the least tinge of chilliness in its seeming. It has a wonderful tact in supplying those blessed little comforts and agreeable ease, one misses in most of Chicago's palatial hotels which depend mainly upon their stress of sumptuousness to attract the public.

We have selected the "Sherman" because it has earned an honorable prestige through its own merits and intrinsic value. It has been practically tested by the



LADIES' ORDINARY, SHERMAN HOUSE.

public, and won this opinion. Two hundred of its rooms have an eastern or southern frontage, are supplied with baths, conveniences, etc.

The SHERMAN is absolutely fire proof, and so assiduously guarded that the most timid may feel secure in the most lofty room. It has a self-acting fire alarm, and an annunciator connected with the main office, fire escapes, &c., &c., are also provided.

Nothing has been omitted to render the House absolutely safe.

Mr. Alvin Hulbert merits the congratulations of his hosts of friends. He has made a grand success of his Hotel. He retains his popular and efficient staff, Messrs. Hilton and Cobb, chief clerks, who are widely popular as obliging gentlemen. Mr. Morgan, the guardian of the treasury, is always at his post. Mr. Parsons occupies the position of steward.

Ladies traveling alone, and families, will find the most convenient accommodations and the most courteous attention.



INTERIOR VIEW OF ONE OF THE ELEGANT ROOMS OF THE SHERMAN HOUSE.

The above illustration represents one of the 200 front rooms of the Sherman House. We may mention to our readers that no other hotel in the country has so many delightful front guest apartments.

Prices have been reduced, and most elegant apartments may be secured above the parlor floor at \$3.00 per day.

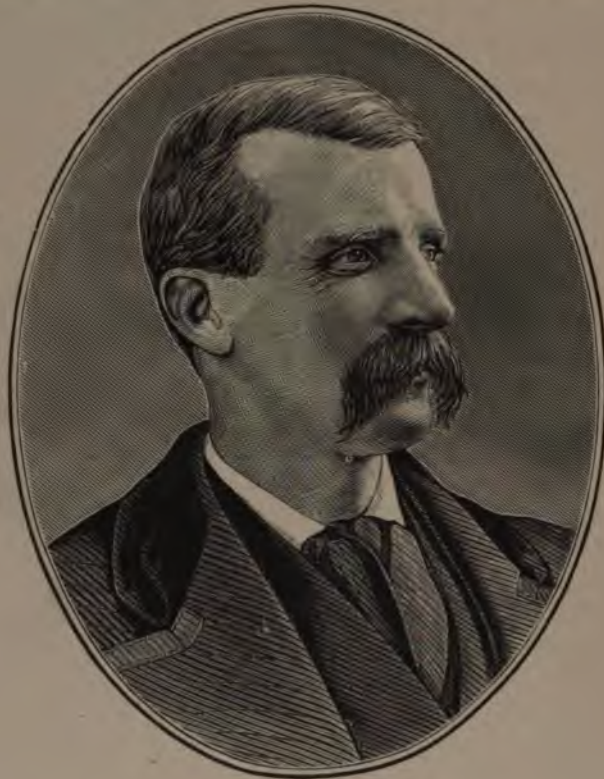
We recommend this Hotel to the world generally.

→ J. H. HAVERLY, ←

THE LEADING THEATRICAL MANAGER OF THE WORLD.

IT was long since proven that "all work and no play" is neither conducive to the physical nor mental well-being of mankind. The subject of refined amusement has engrossed the minds of many men of deep judgment and high intellectual culture. Unanimously it has been decided that the THEATRE possessed the widest range for a diversity of elevating and attractive amusements.

To attain this standard the Dramatic Temple must be under the most able and vigorous management. Comparatively few of those who have taken this station have been eminently successful. Succeeding brilliantly in some particulars, they have either been careless or unfitted for other requirements, and have failed.



J. H. HAVERLY.

Among the galaxy of Theatrical scientists, most prominent is the name of J. H. HAVERLY. While we find it numbered among the names of managers, it is also singled out as the *Leader*. We have classed this Theatrical distinction as a science, in the light that this high degree of eminence can only be reached by the most systematic talent, adapted to a rational consideration of cause and effect—as applied to the dramatic and financial success of a Theatre. One depends upon the other, and it is rarely a manager arises that possesses the keen, speculative shrewdness that must sustain the Drama, combined with a delicate, appreciative, sympathy with true genius.

Mr. Haverly understands the public. He is a connoisseur in the attributes of human nature. He not only is quick to decide upon those who can best portray

character, but his instinctive skill enables him to meet the wish of the public with a corresponding delineation.

He never wearies the public. His transitions from the tragic and sublime to comedy and burlesque, and from thence to the opera, maintain that eager and fresh attractiveness that renders his theatre the most popular, sustaining the high tide interest from the first of the season to the last. One of his chief characteristics is always securing the *best* talent in whatever he presents; neither does he fill in the "niches" with inferior personators. With him, there is no grand central figure and a few inferior lights to make the comparison exceedingly vivid, but the play a failure, although the main part is an individual success. On his stage are the brightest, the most glorious stars surrounded by constellations of dramatic art, the entire effect harmoniously blended with the leading light.

The quick, energetic, dauntless spirit of the "King of Recreation" has seemed to many tinged with recklessness or wild speculation, while to the deeper reader he has again and again demonstrated that he ventures on a certainty. Instead of wild speculation he possesses that keen, reasoning faculty that grasps a conclusion at the beginning, while his dauntless energy and indomitable perseverance secures quick opportunities and governs them with a powerful will. Every step is directed towards a certain result in all his exploits, and he looks well that none of them are weak.

As an illustration of his wide range of ability, we may say that he controls and operates from six to eight combinations constantly. "Haverly's Mastodon Minstrels," combining fifty eminent Ethiopian artists, have exhibited to amusement seekers what has been declared impossible—entire originality in a minstrel troupe.

It had become a universal wonderment that this versatile and prolific amusement controller could so ably manage several interests, occupying entirely different amusement fields.

That, however, verged into amazement when it became world-known that Mr. Haverly had absolutely leased four immense theatre buildings, managing all with his keen perspicuity for the public and himself, thus ensuring to both a continuation of recreation prosperity.

HAVERLY'S CHICAGO THEATRE, at the corner of Dearborn and Monroe streets, is the largest and most magnificent as well as the most popular theatre in the west. Its fittings are the most elegant, its scenery unequalled and its entire belongings the richest. The stage depth is fifth-eight feet, the width, seventy-eight feet, and the opening, thirty-eight feet. The height from the stage to the roof is eighty-eight feet—rigging loft, seventy feet—fly gallery, twenty-seven feet—grooves, twenty-four feet.

Notwithstanding the most perfect means of exit or escape are provided in case of danger, the utmost precaution is taken to avoid the slightest opportunity of danger. The same controlling skill that leads numerous theatrical combinations to success, has given the western metropolis a theatre building without a rival in the west, as Haverly is a Leader without a peer in the world in his profession.

We should not omit the fact that Mr. Haverly was the first manager to bring to Chicago the Opera in all its artistic qualities. He possessed the energy to put it on his stage in all its true gorgeousness and beauty. The result was, a verdict that Chicago before possessed but a crude idea of what Opera really is, and will henceforth appreciate it.

MOST POPULAR AMUSEMENT RESORTS.

→*HAVERLY'S THEATRE,*←
CHICAGO.

→*HAVERLY'S THEATRE,*←
NEW YORK CITY.



→ * A POPULAR GRAIN HOUSE. * →

CHICAGO never learned to creep. Furthermore, she never faltered in her first steps, but stood firmly and then strode forward in opulence and influence. A municipality which has thus rapidly increased in population and National importance, must of a necessity, possess natural advantages and resources which will gain such prerogatives as will ensure perpetuity, based on the great principles of commercial traffic. Such is the foundation of Chicago. One of the grand pillars that supports her municipal structure, is the GREAT GRAIN INTEREST. Tributary to the western metropolis, are vast sections of agricultural lands that are yearly crowned with bountiful harvests, which are shipped to every part of the world, first centering at this distributing point, the inter-ocean city. There is no dearth of grain-handlers in Chicago. This especial branch of business has a certain speculative infatuation, a feature that renders it precarious and even dangerous to the producer or shipper, unless he is positive that his harvest is placed in reliable and able care.

Among the hundreds of Chicago's grain dealers and commission merchants, several are prominent as experts in their business, just to their patrons, and leaders in one of the vital arteries of the city's prosperity. Among these we notice prominently, the name of McDERMID, RUSS & CO., widely and popularly known as an old established and experienced house that possesses discernment too clear, and intentions too just, to make a fortune out of repeated cases of "mistaken judgment" in the disposal of the property of others. It has built a firm reputation on its business merits.

This house is based upon the principle that the main purpose of any firm will naturally receive the best attention of those interested. McDermid, Russ & Co.

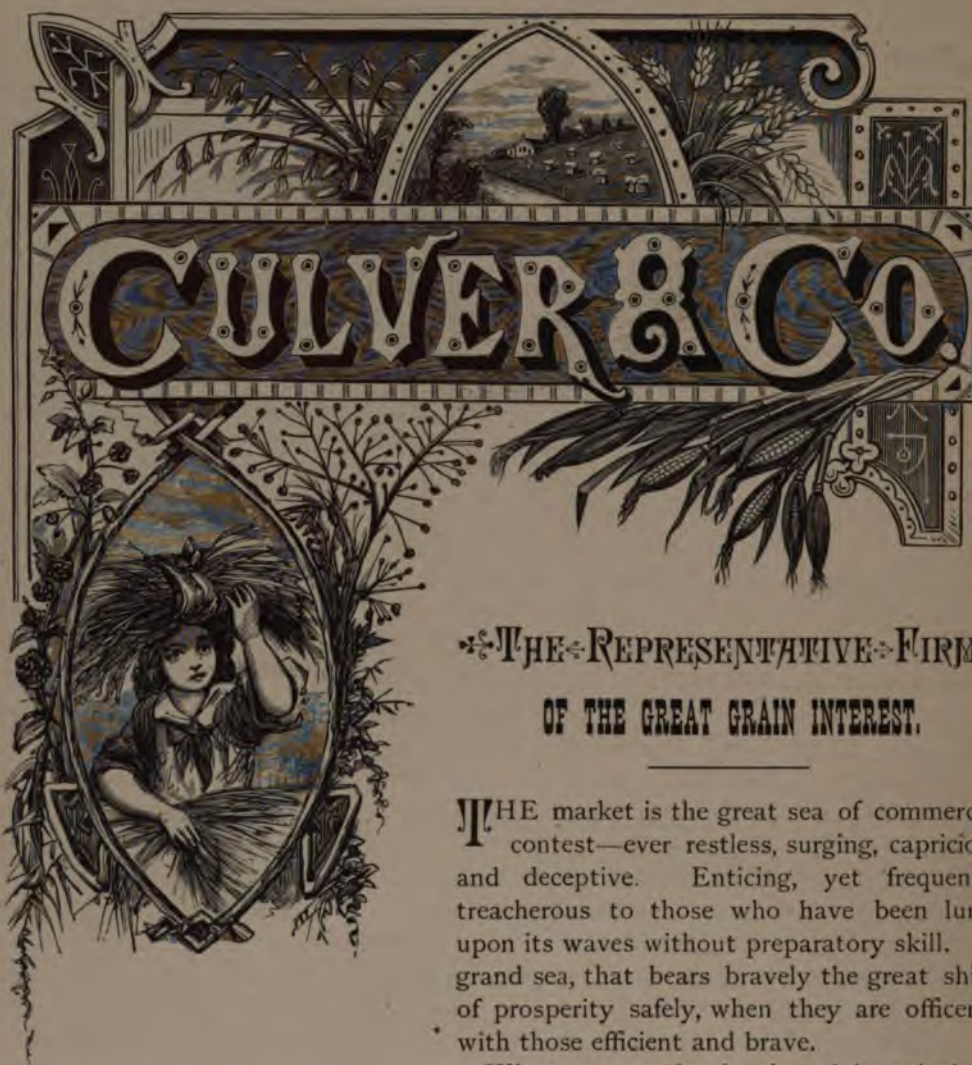
believe that no commission house can do justice to its patrons while absorbed in its own speculative schemes. The members of this firm attend to a strictly legitimate commission business, largely consisting of receiving and selling grain, together with such speculative orders as they deem entirely safe. Their reputation for upright dealing, low charges and prompt returns, and perhaps the more important attribute of obtaining the very highest prices paid for commodities, is too well sustained by their practical daily business transactions to require more than a mention by us. Their experience in all the details of receiving and selling grain, as well as a thorough knowledge of the quality of the different cereals, gives them a superior advantage. They are able to determine at a glance whether the inspector has failed in his official duty of grading the grain entrusted to their care. If so, they are sufficiently energetic to take prompt measures for obtaining its true value.

McDermid, Russ & Co. look beyond the inspector's certificate, into the car that fails to grade up to the standard, and give their personal attention to selling it on its own merits. According to the rules of trade, wheat or barley may grade No. 3, and yet be nearly equal to No. 2. The difference of value per car, is about \$50, according to grade, but in truth, the valuation may not differ more than \$10. This firm has a full understanding of that term, *honest obligation*, and it secures every dollar the consignment is worth. Possessed of ample capital, this firm can hold consignments for favorable opportunities, and allow sight drafts on them, only requiring strict integrity on the part of their customers. Last year, in addition to their valuable trade in the older States, their attention was directed to those vast sections where winter wheat was first grown. Naturally this wheat was shipped to St. Louis, but assiduous and well directed efforts, brought it to Chicago, and the result was the establishment of a good winter wheat market. This interest will now continue, although heretofore hardly a cargo of this commodity was shipped to Chicago. Growing with the city's growth, the business of *McDermid, Russ & Co.* now amounts to many millions of bushels of actual grain. Their success, great as it is, is not after all so astonishing, when compared with their business merits, and untiring energy.

They have gained a wide popularity of never overlooking the slightest obligation, and indeed, of being most assiduous in even the most minute details that most merchants overlook. They are eminently qualified for their business in natural adaptation and education. We most sincerely wish, Chicago might congratulate herself upon possessing numerous other firms that so emphatically deserve the appellation—*SOLID*. The structure of her commercial greatness would then be as much a marvel to the world for staunchness, as her activity and ambition now forms a source of amazement. But Chicago has very few such houses, since it is seldom any business establishment can embody *all* the requisites. Such is the case with the one we now present to our readers.

Their large and commodious office is situated at Nos. 112 to 116 La Salle street, Chicago, Ill., directly opposite the Board of Trade. It is most systematically managed and supplied with telegraph and telephone instruments, and all facilities for speedy and accurate business transactions. They have connections with all the principal cities, and shippers are enabled to consign their products to *McDermid, Russ & Co.*, of New York, Philadelphia, Boston, Baltimore, Milwaukee and Chicago.

We take pleasure in recommending *McDermid, Russ & Co.* All correspondence will receive prompt attention, addressed to their Chicago office.



❖ THE REPRESENTATIVE FIRM ❖
OF THE GREAT GRAIN INTEREST.

THE market is the great sea of commercial contest—ever restless, surging, capricious and deceptive. Enticing, yet frequently treacherous to those who have been lured upon its waves without preparatory skill. A grand sea, that bears bravely the great ships of prosperity safely, when they are officered with those efficient and brave.

Whatever vocation is selected, its principles and theories must first be thoroughly understood. This is accomplished by the most faithful study and research. And even this scientific knowledge of a business proves precarious until applied practically. It is the skill in this application that produces the *proficient*. Perhaps no commercial interest in the world requires such keen discrimination as that connected with the cereal products. It has been most satisfactorily demonstrated that the producer who gives his best energies to the harvest results cannot perfect himself in yet another vocation. Neither can those who buy grain from tributary sections, yet not being in direct contact with the market tendencies at a great center, understandingly dispose of the agricultural products of the land. The commission merchant is the mediator between the market and producer. He makes a business of understanding the symptoms of the times, and he executes promptly. The legitimate grain dealer has nothing whatever to do with *luck*. What seems to the world a chance of Fate's favor, is to the honest dealer but the expected result of certain bearings induced by local, governmental or foreign influences. At the same time, the opportunities for wild speculations and attempts to lure fortune with the

bait of the property of others, are more numerous in the grain interest than in any other vocation.

While hundreds of nibblers at the wheel of fortune have come upon the market like meteors, and disappeared as suddenly, the house of CULVER & CO. has stood firmly upon its sound foundation of integrity and ability. Through panics, depressions and uncertain times, it has always been the same. It is cautious but generous; brave, but never reckless; firm, but not stubborn; quick, but not impulsive.

At this immense distributing point, where the products of the agricultural lands of the northwest center, is a wide field for cereal operators. Hundreds are ready to receive and reship the golden harvests. Prominently among them may be found Culver & Co., with far less ostentation than the majority, but as *a star* in the grand industrial firmament of *Chicago*! As a firm they are exceedingly earnest, their enthusiasm being of that dignified cast that is frequently termed *intense application*. Their reputation is too well grounded to admit of much comment on that point by us. The producer has long since learned that his valuable property is safe in their care. He rests assured it is not a risk he is taking, but a *surety* that it will bring a just and full return. He has given his time, his study, his care, to the production of the harvest. He is ignorant of the market tendencies beyond the plain facts of the present. Or he has bought from his section, and has not been out watching the ebb and flow of commercial life. It is indeed a *risk* for either of these classes to enter the contest. Adventurers have gilded nets ready for them always, and it is most pleasant to become entangled in their brilliant meshes—they promise so much. But they speedily grow galling in the bitter truth of *deception*, and the glitter becomes rust.

Culver & Co. have been established as Commission Merchants since the year 1854. They have not confined their investigations to any one market point, but to all American and foreign commercial centers. They have done more to promote the sterling standard of the grain interest of Chicago, than any other one firm. They have inspired that most necessary element, confidence between dealer and receiver. Culver & Co. have also adhered to the rule that shippers must send consignments as they are represented, as the world at large, recognizes in a consignment from them, the true ring of honesty. They possess ample capital, and can thus hold their trust for opportune times if necessary. Their business is not a feverish buy and sell to keep cash constantly changing, as must be the case with firms that use the products they receive as their capital. They also accommodate the shipper with liberal advances on consignments. They buy and sell for future delivery, on margins. They operate between Chicago, Milwaukee, eastern cities and all main points. In fact, their reputation and business transactions extend to the boundary lines of civilization.

"*The best always pays*" may be most admirably applied to the commission merchant in all the requisites we have mentioned. We may add, it is precarious to entrust products to inexperienced merchants, or those lacking capital, however sincere may be their intentions. The producer can hardly afford to pay the expense of this experience to educate the merchant—as is almost the rule in such cases.

Culver & Co's Chicago office is *spacious* and conveniently fitted up for their business—near the Board of Trade, *Nos. 122 and 124 Washington Street*, where all correspondence should be addressed.

In Milwaukee they have a branch office.

Dealers in all produce—grains, seeds, provisions, dressed hogs, &c., &c.

→THE*AMERICAN*EXPRESS*COMPANY.*←

SOMETIME in the annals of the past, an enterprising individual bethought himself of a plan whereby he could earn his bread in an original manner. He constituted himself a transportation medium between business houses, between residences, and was generally a bundle carrier. A hand-basket and cart answered the requirements of the business. Searching through the history of American progress, we can find no more interesting chapters than those which emanate from this "errand" convenience of the long-ago. It has resolved itself into our modern "Express system."

In the beginning, people were satisfied with a local transportation convenience. But as soon as that ceased to be a wonder, prolific brains began to speculate upon an extension of its usefulness. If it could be made a success in cities, it could be made a desirable means of communication between them.

And so the public express business had a beginning, of which Mr. William Harnden was the originator. Over forty years since, a line was established between New York and Boston—the great mechanical power being the wagon, and the moving force the horse. We regret to say the vehicle which carried the first valuable collection, has not been preserved and numbered among our "national historical collections," and the steed that first traversed the road, given a mention in the records of "honorable deeds." This modest undertaking attained eminence in 1839. Two years thereafter, Mr. Harnden startled the most venturesome by another experiment. He established a line up the Hudson as far as Albany. This was placed in charge of Mr. Henry Wells. This was the school of the future president of a future important enterprise. Another lapse of two years, and Mr. William G. Fargo became associated with Messrs. Wells and Livingston in conducting a line between New York and Albany. Later, the tide of express reached Chicago, under the direction and under the title of *Livingston & Fargo*.

Naturally, a good example in business that proves prosperous is speedily followed. A few years proving the utility and necessity of the express system, an opposition line was inaugurated which extended from New York to Buffalo, under the direction of the firm "Messrs. Butterfield, Wasson & Co." A lively competition ensued, which resulted in a most intimate relationship between the two companies—better understood by the term, CONSOLIDATION. This ceremony was honored by the title,

AMERICAN EXPRESS COMPANY.

A joint stock association was formed, and a charter of incorporation was obtained. The development of the company is marvellous. It employs 5,000 persons, has 3,100 offices, and its transportation extends over 24,000 miles of railroad track. Its business extends over one hundred and sixty main railway lines and numerous branches. For the facilities afforded the American Express Company by these railways, the Company pays the railways sums aggregating \$4,000,000. For the same length of time it pays its employes over \$2,000,000. Its system is accurate, and the faithful guardianship of everything entrusted to its care has become proverbial. In sending money, it is most efficacious, and no more expensive than the less reliable methods. *The American Express* transports packages to any part of the world with fidelity and dispatch.

Mr. Charles Fargo, the Assistant General Superintendent, has supervision of the company's business throughout the Northwest. His ability and energy had materially aided in rendering the system the success it is at the present time. The elegant building owned by the company in Chicago, is a model of architectural massiveness and beauty, a just tribute to the startling amount of business transacted by the company in the Northwest. This structure is situated in the center of the business portion of Chicago, Nos. 72, 74 and 76 Monroe street. It is the finest specimen of the French style of architecture in the United States. It rests on a solid base of concrete three feet in depth, and from two to two and a half feet in thickness. It measures ninety feet frontage on Monroe street, and one hundred and ninety feet in depth. It is six stories high with basement, and has an aggregate floorage of 70,700 superficial feet. A court, 30 by 80 feet in the center, affords sufficient light to the interior rooms. The utmost precaution has been taken to secure the building against fire. Directly under the roof is a perpetual reservoir of 4,000 gallons of water, supplied by a special pipe from a steam pump in the cellar. A wrought iron pipe begins with a fire plug on the sidewalk, with attachments for fire engines, enters the basement, traverses the height of the building in the center, with outlets on each story, and on the roof. The internal fittings of the building are in perfect harmony with the exterior beauty, and the high standard of the company. They are as elegantly modern as the exterior is antique. The wood work of the offices is of black walnut and ash. Symbolic emblems typical of the historical progress of transportation embellish the glass panels. The walls of the great vaults are three feet thick, lined an inch deep with iron and steel combined, with two inch doors of the same. The main offices and the Assistant General Superintendent's office occupy the first floor. The rear portion of the main floor, and adjoining the main office, is the freight department—90 by 125 feet—where a paved court, under cover, will admit a dozen teams or more at the same time.

The business of the American Express Company in the North-West is enormous. From the Chicago depots the Company sends daily an average of fifty car loads of valuable property, and receives from the West about the same number. From New York the average is about three car loads.

The name bestowed upon this joint stock association was well chosen. It has, from its inception, steadily gained popularity, until to-day, its prestige is thoroughly grounded as the *leading Express Company* of America. It bears upon its standard, the words "FIDELITY" and "DISPATCH," and has never yet failed in adhering to the principles they imply.

The public has found the express system not only a convenience, but a vital promoter of prosperity and wealth. It has so accelerated the transportation of perishable property, that in a single season, hundreds of dollars have been saved by shippers. Again, it guarantees against loss of packages or whatever is entrusted to its care, and in numerous cases, the loss or even delay of this property is most disastrous to business houses and individuals, beyond its actual money value.

The public is rapidly increasing its favor of express transportation of many articles heretofore sent by means of the postal service. The *express* is a guarantee against delays that unavoidably occur in many systems through no fault of officials or employes—circumstances being unavoidable. The *American Express controls circumstances* so far as mortal power and vigilance can possibly extend.



→❖C.❖C.❖THOMPSON❖&❖Co.❖←

CHICAGO is well known to be the largest lumber market in the world, identical with this great interest, increasing its business proportions in a steady ratio with the continued expansion of the trade importance of the Western metropolis, we are fully convinced we could not cite a more vivid example of the prosperity and extensiveness of this vital part of the city's commercial worth, than by inviting most prominent notice to

❖THIS❖REPRESENTATIVE❖FIRM.❖

Visiting the yards and office of C. C. Thompson & Co., located on Archer and Quarry Avenues, one admits in amazement that one's most extravagant expectations are exceedingly limited compared with the reality. Away and away extend the stupendous piles of boards, with convenient avenues between. The stranger invariably decides this is the "Lumber District" of Chicago, and repeats his question half doubtfully when assured this vast area is included within the boundary lines of *one firm*—and this firm is C. C. Thompson & Co.

At a first conjecture, it seems almost incredible that this immense interest is conducted by one firm, in the minute, explicit and prompt manner for which *C. C. Thompson & Co.* have become renowned. It is the result of a perfect *system* and thorough discipline. To all parts of the Union, and indeed to remote sections, the firm sends large and small consignments with absolute accuracy. As buyers in all markets that produce *the best* qualities, with large capital and practical experience, they are enabled to make opportune arrangements which materially benefit their patrons. In their yard they keep piled vast quantities in readiness for prompt shipment. What this stock is, may be estimated by their yard, which has a dock frontage of little less than half a mile. Four railway side-tracks penetrate the grounds, giving ample space for the accommodation of fifty cars at the same time. Their Dock facilities enable ten vessels to unload per day. It is therefore evident that the firm of *C. C. Thompson & Co.* cannot be outranked in shipping facilities.

C. C. Thompson & Co. have most extensive Dry-Kilns, with a capacity of 2,000,000 of shingles per week, reducing their weight about one-third. They also dry their own lumber most perfectly, thus saving freight expense for the far-distant markets. The increase of orders has induced the firm to add to their facilities.

❖MR.❖C.❖C.❖THOMPSON,❖

The originator of the firm, has a wide experience in the lumber business. He has reduced it to a science. He is a frank, enterprising and strictly honorable business gentleman, who has carried his steadfast principles of *integrity* and *justice* to a sterling success in the large firm of which he is senior member. He is also a genial, courteous gentleman, who estimates life a pleasure beyond the profit and loss of financial enterprise. He has made a success of both, and, judging from his present enthusiasm in business improvements and the enjoyment of an upright existence, we predict he is liable to double the fifty years he has already lived, active to the last in lumber business. Mr. Thompson began his experience in this line, in St. Louis, when Chicago was the little town by the lake. But when St. Louis became the little town beyond the bridge, C. C. Thompson established a house in Chicago, continuing both, until he decided to devote all his time to his Chicago interest.

State Street and Archer Avenue Cars pass the door.

THE GOSS & PHILLIPS MANUFACTURING CO.

Established in 1848

THIS enterprising and popular firm continue to originate and execute the most artistic designs in *Sash, Doors, Blinds, Stairs, Railings, Balusters, Newels, Posts, Mouldings, &c., &c.*

The gentlemen comprising the Company are experienced in their business, and have succeeded thus admirably in gaining the confidence of the public, through their efficiency and business courtesy. Their trade, which is already most extensive and rapidly increasing, extends not only through every section of the United States, but to South America, Australia, Southern Africa, and other foreign countries.

Superiority of workmanship and excellence of material consumed, has from the first been prominent characteristics of this Company. In *inside finishing* it has displayed the most exquisite blending of wood and design, combined with staunchness and elegance. We may mention, as examples, the many elegant public buildings, among them the Grand Pacific Hotel, which they built complete, the residence of



Incorporated in 1871

the British Minister, Washington, D. C., and private residences. A prominent feature is their success in shipping all varieties of material and fittings. All parts are so marked and designated that no difficulty is experienced in placing them. They are the sole manufacturers of the *Behel Patent Blind*, suitable for inside and outside use.

Their factories, yards, docks and offices cover a vast area. Their machinery is the best, and they employ about 375 expert mechanics.

The Company is prepared at all times to furnish every style of moulding and inside finish, either in pine, walnut, ash, butternut, oak, or any of the hard woods. Superior, clear, thoroughly kiln-dried lumber is used. They also furnish *black walnut flooring, ceiling and wainscoting*. They are also dealers in prepared lumber, shingles, &c.

PROMPT ATTENTION
GIVEN TO ALL ORDERS,
AND SATISFACTORY
PRICES GUARANTEED.

W. B. PHILLIPS,
President.
CORNELIUS CURTIS,
Sec'y and Treas.

22ND STREET, COR. FISK.



OF CHICAGO.

THE manufacture and sale of lumber has been an important feature in the rapid growth and development of the Western States, and by a wise provision, a vast amount of timber abounds in Michigan, Wisconsin and Minnesota, to supply the Prairie States, that are so destitute of building material within themselves.

In the Pineries of the three States named above, more than four thousand million feet of lumber and timber are produced annually, giving constant employment to seventy thousand men. And if this be true, how can we compute the number of men who find employment in shipping, piling and consuming this great amount of material which if loaded in one train of cars would reach more than 3,000 miles.

Our present intention, however, is to give some items in regard to the business of one of the prominent companies engaged in manufacturing lumber for the Western markets—THE LUDINGTON, WELLS & VAN SCHAICK COMPANY.

A good foundation is required to make any enterprise permanent, and the result has shown that when ex-Governor Ludington of Wisconsin, and Hon. Daniel Wells, Jr., planned and began the business of this company nearly forty years ago, they appreciated this. For several years they made Milwaukee their base of operations, but the larger field for business at Chicago attracted them to that city.

Included within their business they have more than 125 square miles of timber land, with two first-class gang saw mills, as good in all respects as any two saw mills belonging to any one company. These mill's produce 45,000,000 feet of lumber annually, sawing but seven months. In Chicago, the company occupy three separate wharves, with a water frontage of more than one-half mile, and enjoy the best shipping facilities in the trade, from connecting with more than one railway direct. The central and business office of the company is located in the Lumber Exchange Block, for the convenience of its patrons, but has connection by private telegraph with its docks.

P. O. Address, Chicago, Ill., No. 244 South Water Street.



MANUFACTURERS AND DEALERS.

OUR delineation of the lumber interest of Chicago would be strikingly incomplete were we to omit the widely known and popular firm of The H. Witbeck Company. Its growth and prosperity have kept pace with the city's increase of commercial importance. By its sterling merits, it has gained a most laudable reputation. Its business extends over the Union, and dealers place most implicit confidence in their transactions. This Company justly estimates the relationship between buyer and seller, and seeks to promote the prosperity of their patrons by filling their orders with the *best qualities*. Thus they have gained a prestige for never failing to meet expectations. Of the quality of their lumber, they are positive. They manufacture it themselves. Their mills are situated on the Menominee river, at Marinette, Wis. Their daily capacity is over 100,000 feet of lumber, and 30,000 of lathing. They are enabled thus to keep an enormous stock constantly in readiness to meet market demands. They are vigorous, brave and just. Their prices are honorable, and their abilities to ship promptly large or small quantities, not outranked in Chicago, or the world. It is useless for us to bespeak the continued kindly favors of their patrons, for The H. Witbeck Company "holds its trade" most tenaciously, and is daily increasing it in rapid ratio. It possesses ample capital and ample ability to meet any and all requirements in their line. Little wonder it has attained its present superior position, and is not pausing in its prosperity, its trade-strides are ever accelerating in speed.

The office and extensive yard are located at No. 310 West 22d street. The Blue Island avenue, Halsted street, or Canalport avenue cars will convey one to this street, in the wonderful lumber district of Chicago, known as 22d. The H. Witbeck Company is then easily found.

Correspondence will receive immediate attention.



T. M. AVERY.

C. O. AVERY.

THIS widely known firm was founded in April, 1851, under the firm name of Williams & Avery. This continued until April 1st, 1855, when it merged into the business partnership of T. M. Avery and Samuel Yaukee, under the firm name of T. M. Avery & Co. April 1st, 1856, another change was made, which resulted in T. M. Avery & Bro., which continued until April 1st, 1857, when T. M. Avery succeeded the firm of T. M. Avery and Bro., and carried the business alone until May 1st, 1873, when the present partnership was formed.

It will readily be comprehended that the *Avery* name is thus prominent in the lumber interest of Chicago, and one leading this sterling house through these years. The Avery capital and the Avery energy have founded a great enterprise, and carried it to its reward of intrinsic merit.

The business was first located at the corner of Canal and Fulton Streets, and there continued until its enormous increase made it necessary to secure a vast tract of land for yard purposes. May 1st, 1877, it was transferred to its present quarters, CORNER OF LAFLIN AND 22D STREETS. The firm here has one of the finest brick offices in the city, and one of the largest yards in the lumber interest of Chicago. A leading feature of this firm is its immense, *independent* track facilities. They have also dock advantages that are not surpassed by any firm in Chicago. Thus *they are enabled to fill orders with the greatest dispatch.*

Their stock is always large, and is comprised of grades that receive the highest praise in every part of the Union. *The quality is equal to any in the world.* In lath, shingles, pickets, &c., &c., they have the best varieties.

Not only in the lumber district of Chicago is this firm a representative commercial power, but throughout the United States.

Information to all those interested will be furnished, either through correspondence or personally.

CHICAGO, ILL.

❖ THE ❖ B. ❖ L. ❖ ANDERSON ❖ COMPANY. ❖

ESTABLISHED 1866. INCORPORATED 1872.



Manufacturers and Dealers, Chicago, Ill.

IT is asserted that experience produces perfection. Practice and repeated tests have proven that novices may promise brilliant futures from present abilities, but adepts have earned a success with a solid foundation. They have learned their lessons well, and they practice understandingly. Thus it is with the above-named Company, the President of which, Mr. B. L. Anderson, having been engaged in the yard trade here nearly twenty-five years. Their extensive yard may be found on *Laflin Street, near 22nd*, where they keep a full stock, consisting of the best qualities of LUMBER, LATH, PICKETS, &C., &C. Their speciality is MUSKEGON CORK PINE LUMBER, now exceedingly popular from its sterling qualities. They are also sole agents for "The OLD RELIABLE" PECK'S PERFECT 5 AND 16 INCH SHINGLES. In dry pressed lumber they are especially fortunate, their means of seasoning thoroughly being extensive, and their method producing the most desired results.

As a firm, the name is familiar throughout the Union. It has been for years intimately associated with this great Chicago interest, and has, through all its business stages—establishment, progress, and final permanent success—been regarded as a representative commercial house.

The office is located on Laflin street, with the yard, and is most easily reached by the Blue Island Avenue cars.

The firm is always glad to welcome old and new friends, or willing to give information to those investigating the extent of this giant commercial interest.

Correspondence will receive prompt attention.



A. A. CARPENTER, PRESIDENT.

S. M. STEPHENSON, VICE-PRESIDENT.

S. P. GIBBS, TREASURER.

MANUFACTURE annually at their own mills at Menominee, Mich., thirty-five to forty millions of lumber, which they handle and sell at their yard, on Loomis St., near 22d, besides Sash, Pickets, &c. SALESROOM, 244 SOUTH WATER STREET.

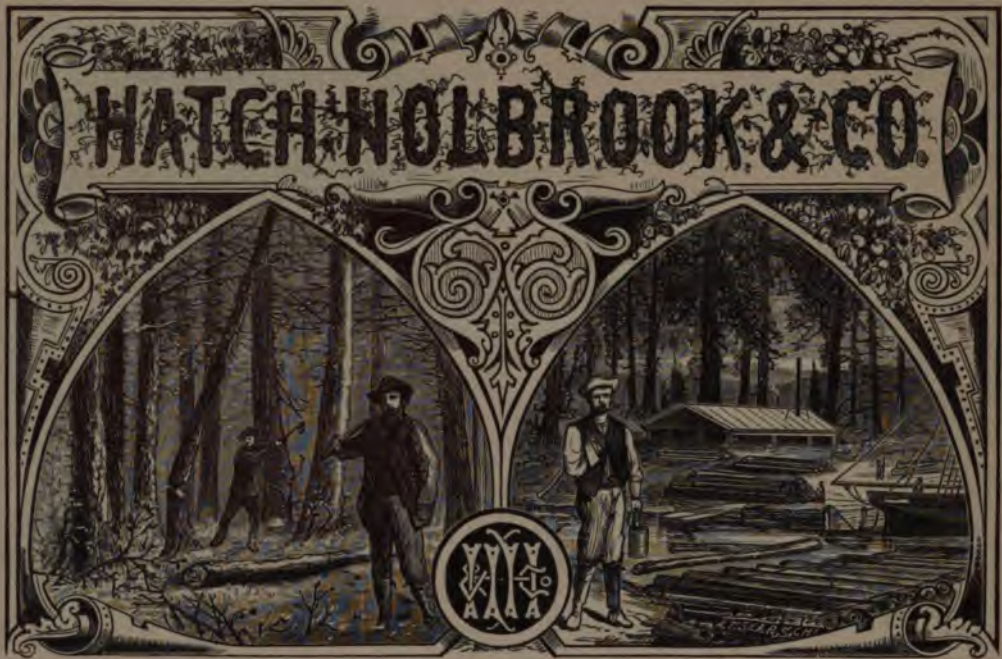
More than twenty-five years since, Abner Kirby, of Milwaukee, Wis., began buying pine lands, and building a mill at Menominee, Mich. At that time Mr. Kirby had a large area from which to select his timber, the choice sections not being previously secured by capitalists. With every advantage to obtain the *best*, Mr. Kirby did so,—a fact fully proven in the products handled by the above named firm, at the present time. The company, of which Mr. Kirby is the oldest member, at the present time now owns 100,000 acres of pine lands. They also own their own teams, together with all the necessary equipments for hauling thirty-five to forty millions of lumber annually. They also own a line of barges of sufficient capacity to freight the products of their own mills—having two large gang saw mills at Menominee, Mich. Thus, the company, owning its own lands, does its own logging, freighting, manufacturing,—receiving their own lumber at their extensive *yards*, properly prepared for market.

They also keep a full stock of shingles, lath, &c., &c. In fact, their stock includes everything that can be obtained at any extensive and first-class lumber yard.

With over twenty-five years' experience in the business, large capital, and unsurpassed facilities in every respect, this firm merits the wide patronage it receives. *It holds itself in readiness to ship promptly the best qualities of Lumber, Lath, Shingles, Pickets, Cedar Posts, &c.* Dealers are respectfully solicited to call upon or correspond with this firm, which has that best of reference,—*continued and increasing business success for twenty-five years.*

SALESROOM, 244 SOUTH WATER STREET. YARDS, LOOMIS STREET, NEAR 22D.

Board of Directors.—A. KIRBY, A. A. CARPENTER, L. M. STEPHENSON, W. O. CARPENTER, S. P. GIBBS



Hard Wood Lumber Dealers.

THE American forests have gained a world-wide celebrity for their beautiful grained and colored woods, susceptible of the highest polish. Beyond the quality of beauty, they possess durability, compactness and remarkable susceptibility of working. Soil and atmospheric influences produce certain qualities in the growth of forest trees, according to location and climate. The grades and qualities in hickory or maple are quite as important in their uses as grain or wool. To become thoroughly conversant with these details, we called upon the EMINENT AND LEADING HARD WOOD DEALERS IN CHICAGO, knowing their experience and skill in this line to be thoroughly reliable. We found their large yard and office at No. 25 West Twelfth street. They also have large yards on the corner of Erie and Kingsbury streets. In Milwaukee, they have yet another yard, at No. 130 First avenue.

We had ample opportunity to investigate the best qualities of poplar, ash, oak, hickory, black walnut, cherry, butternut, maple, basswood, elm, sycamore, sweet gum, chestnut, cedar, southern pine, &c., &c. In every line the stock is complete, ready for speedy transportation over the Union where their popularity is well founded. The firm is fully prepared at all times, to cut bills to order for railroads, bridges, &c., &c. Large stocks are speedily handled, and all orders entrusted to them are promptly filled and satisfaction guaranteed. Special care has been taken with the *agricultural implement and wagon stock*. The firm has the BEST SEASONED CABINET WOODS IN THE MARKET. Their facilities for shipping are unsurpassed. Their stock is always extensive and they are enabled to sell at remarkably low rates through the advantages they formerly secured, and which they hold as a permanent superiority in their facilities. Price lists sent on application.

R. HATCH.

J. HOLBROOK.

W. S. KEITH.



WHOLESALE DEALERS.

JACOB BEIDLER, PRESIDENT.

B. F. FERGUSON, TREASURER.

FRANCIS BEIDLER, SECRETARY.

THE lumber interest of Chicago can present no better example of sterling worth than the company known by the above name. Its headquarters and yard may be found at the FOOT OF FISK STREET, NEAR 22D. In the yard may be found a full, first-class stock, comprising *the upper grades of lumber; their specialties of siding, flooring, ceiling, &c.* In *shingles* they have been particularly fortunate, securing brands that have given entire satisfaction to all their patrons. Their assortment of *lath, pickets, &c.*, affords a wide selection of the best qualities.

The area covered by this stock is immense. The length of its avenues one may see constant activity. In some places the piles are being diminished to fill the waiting cars, while in others they are made higher and higher by the new supply.

The gentlemen comprising this firm have a wide business experience, which extends beyond their own benefit to that of their patrons. In selecting their stock, they do not confine themselves to any particular section or production, but going over the entire lumber field, they glean the qualities and varieties best suited to make up a *complete lumber stock*. Not only this, but being constantly engaged in replenishing their supply, which naturally is the consequence of meeting the demand upon it, they are enabled to take advantage of opportune advantages in the market. This is the reason they are enabled to sell *good lumber at low rates*. Their prices are regulated by an honest market, and a respect for a reasonable profit.

The "South Branch Company" has, since its establishment, steadily increased its business, and widened the territory it covers in its shipments. Its car loads may now be seen from the Pacific to the Atlantic, southward to the Gulf—wherever they require the commodity in America. The firm is fully prepared at all times *to supply large orders on short notice*, their shipping facilities being second to none in Chicago.

Correspondence will receive prompt attention, and is respectfully solicited.

Their place of business may be reached by means of the Canal street, Canalport avenue, or Halsted street cars—the latter being, perhaps, the best. These reach 22d street. A short distance west, and Fisk street is reached. The sign is there in letters large and plain, indicating a southerly direction. The offices are nicely fitted up, and courtesy greets the old friend and new, news seeker, or casual caller, and everybody discovers by the very atmosphere pervading the place, that the South Branch Company is busy—very—as it deserves to be.



THE OLDEST ESTABLISHED LUMBER FIRM IN THE CITY.

ABOUT the year 1844, a Sash and Door business was established in the timid little town of Chicago. This occasioned considerable bustle, mingled with admiration for the enterprising spirit that had ventured upon this untried ground.

J. Beidler was the originator and supporter of this interest, and the location selected by him for the purpose of executing his business plans, was opposite the present "Lumber Exchange"—now a great business thoroughfare, then a bleak and unpromising point. Since that time, the name "Beidler" has been most prominent in the lumber traffic and interest of Chicago, and well known not only over the Northwest, but throughout the Union. Naturally, as the demand increased, the Sash and Door business widened, until in 1847 a lumber enterprise was started by Mr. Beidler which has steadily increased—now known by the firm name given upon this page. Glancing over the lumber records, we find the Beidler name and capital most conspicuous in more than one enterprise allied to the lumber interest. From the main business there have been several outgrowths, all of them a credit to the resolute, staunch and reliable foundation that gave them a beginning. The sons, now carrying on the business established by their father, have sustained its pronounced prominence. They not only retain their patrons, but secure new ones daily. They own their own timber lands and mills. A distinctive feature of their business is the surety they enjoy of a full supply of logs, regardless of those weather tendencies which influence other mill supplies. They own two separate railway tracks for the transportation of their own supply, using steam power. In addition to this, having access to all lumber markets, they buy the best varieties, thus assuring their patrons of a complete stock from which to select. They are prepared at all times to fill orders promptly, either in lumber, lath, shingles, pickets, posts—in fine, everything in their line.

The office and yard of this company may be found on the corner of Loomis and Twenty-Second streets. Correspondence solicited and promptly answered.

OFFICERS OF THE COMPANY.—J. Beidler, President; M. F. Rittenhouse, Treasurer; A. F. Beidler, Secretary.

→ THE B. L. ANDERSON COMPANY, ←

Manufacturers of and Dealers in Muskegon "Cork Pine"
Lumber and the "Old Reliable" Peck's "Perfect"
5 and 16-inch Shingles.

IT is far more difficult than the general public may suppose, to produce a shingle that is pronounced *perfect*. Throughout the Union, Peck's has been pronounced the brand that deserves this *absolute verdict*. From Illinois, Indiana, Ohio, Texas, Iowa, Missouri, Nebraska, Kansas, New York and the Eastern States, comes the demand.

The B. L. Anderson Company have been sufficiently fortunate in securing the sole agency for the OLD RELIABLE PECK'S PERFECT 5 and 16 inch shingles. We may furthermore add, that the shingles have fallen into most reliable care. In fact, they would not be handled by this firm, were they not just what their name implies. This company does not seek to render any brand of their stock popular through the reputation the firm has acquired. They handle only those grades that harmonize with the confidence induced by their long business experience. They are also Agents for the Wm. McMillan & Co.'s brands.



All shingles manufactured hereafter, by F. B. Peck & Co., and Wm. McMillan & Co., will be *kiln-dried* before leaving Muskegon, thus enabling them at all times to fill cars with these choice brands to their fullest capacity without excess weights or charges.

Any bunch of the "16-inch Clear Shingles," having any therein that are not absolutely clear of sap, knots and shakes, such imperfect shingles may be returned to them by express, at their cost, and they will allow double price for all such shingles returned; and for any "5-inch Clear," that has knot, shake or sap, on the first 5-inch from butt end, they make the same offer.

They are large manufacturers and dealers in MUSKEGON CORK PINE LUMBER, LATH, PICKETS, &c., &c. Dry pressed *lumber a specialty*.

The Lumber District is a wonderful exhibition of the strength and energy of the commercial interests of Chicago. Those who wish to explore this section, cannot do better than to ride in a *Blue Island Avenue* car to Laflin street, then walk southward to the yard and office of the B. L. Anderson Co., and from there trace the many avenues through the great piles of boards.

Correspondence addressed to the office will receive immediate attention.

Established, 1866. Incorporated, 1872.

→ **CHARLES J. L. MEYER** ←
MANUFACTURER AND DEALER.



CHARLES J. L. MEYER, NORTH PIER, FOOT OF MICHIGAN STREET.

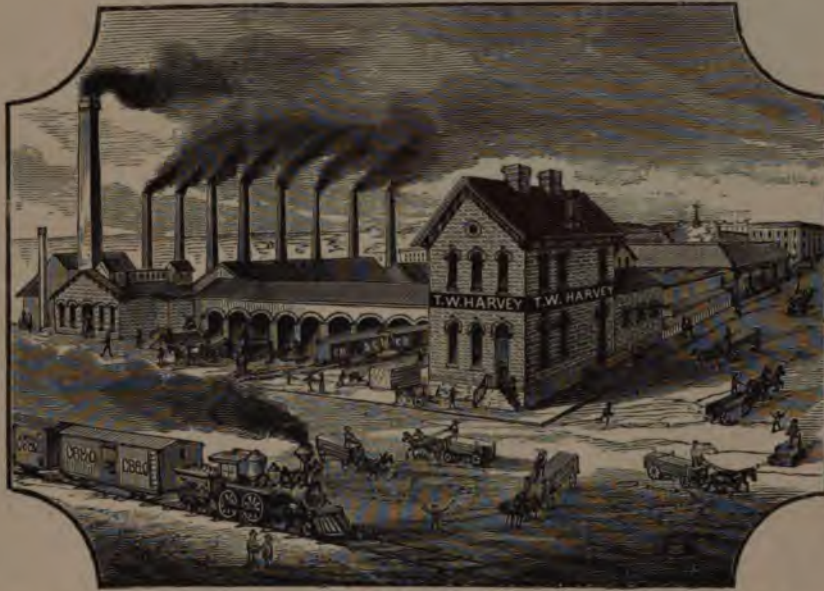
YEARs ago, in 1859, when the tide of civilization had just reached the then "far West," Mr. Meyer had the opportunity of selecting from the best pine lands of our great American forests. In connection therewith he established a modest lumber manufactory with the addition of facilities for producing doors, sash, &c., &c. This very moderate beginning has developed into the mammoth lumber interest, under the above-named firm of to day. The "factory" at Fond du Lac, Wis., has widened into a vast establishment that sends forth annually enormous numbers of doors, sash, blinds, mouldings, lumber, lath, shingles, &c., &c. Even this Fond du Lac interest is not sufficient to conveniently meet the demands made upon the business. *On the North Pier, at the foot of Michigan street, Chicago,* may be found what may be termed an *Industrial Exposition*. Mr. Meyers has there a large and solid structure, where nearly 300 men are busily engaged in preparing and shipping the products of the Fond du Lac manufactory, where yet another 300 men handle and utilize the lumber in its earlier stages.

The designs adopted by this firm are original and charming, yet they always harmonize with the prevailing architectural taste of the times. They possess the happy faculty of combining staunchness and elegance with refined taste. In stair work they have been particularly fortunate. In inside finishing in hard woods they have abundantly proven themselves proficient.

Those desiring lumber, or anything that can be produced from it in the way of lumber finishings, should send for a full descriptive list.

➤ T. W. HARVEY. ➤

THE vast extent of this giant enterprise may be slightly estimated from the two given illustrations. Mr. Harvey's trade extends over the entire Union. Rough lumber, common and culled boards, box boards, stock boards, finishing lumber, ceiling,



siding, flooring pickets, shingles, &c., &c., are kept in large stock. With ample dock room, tracks and cars at command, his shipping facilities are not surpassed. The office



is a fine brick building, the dry kilns admirably planned, and the planing mill one of the most perfect of its kind. Information most cheerfully furnished.

Location, corner 22d and Morgan Streets.

Announcement Special

Absolute Perfection Reached by Mechanical Invention.

THE ELDREDGE SEWING MACHINE

Is pronounced by experts to be one of the grandest and most complete inventions *in the world*. It is the result of twenty years' wide experience in the use and sale of the best machines, and practical tests during that period, involving thousands of dollars of expense. *Its price is just to both seller and purchaser, and the latter positively secures*



the eminently superior machine in the market for the same amount of money that would otherwise be expended for one of lower standard. ITS SIMPLICITY IS UNEXCELLED. The Eldredge is light-running, silent; is always reliable, and is a combination of all requisites and aids that render a sewing machine valuable, adapted to the use of families and manufactories. Home Office, 199 State street, corner Adams, Chicago.

✦ FÜRST ✦ & ✦ BRADLEY ✦ MANUFACTURING ✦ CO. ✦ OF CHICAGO.



EXPERIENCE alone can produce successful and perfect results in the application of mechanical genius. For over a quarter of a century has the above firm been established, and during that time, the gentlemen comprising it, have assiduously tested the adaptation of mechanical invention to the particular products of their manufactory. Consequently, when we assert that they have in the market THE BEST LINE OF AGRICULTURAL IMPLEMENTS, we but reiterate the verdict given them throughout every agricultural section in the Union. We are aware we do not *introduce* a meritorious enterprise to our readers—we are mentioning a widely known company, that will be cordially recognized through its own merit and the high standard it maintains.

The headquarters of the company are located at NO. 63 NORTH DES PLAINES STREET. In this extensive establishment are about seven acres of floor room. An army of expert mechanics are engaged in the manufactory of OLD GROUND AND BREAKING PLOWS, CORN CULTIVATING MACHINERY, SULKY HAY RAKES, HARROWS, GARDEN BARROWS, ROAD SCRAPERS, &C., &C. These products are sent in large quantities over the Middle, Northwestern, Western and Southwestern States. In June, a fair trade is carried on in British America and in Europe. The firm have extensive Branch Houses in San Francisco, Cal., Kansas City, Mo., and Dallas, Texas. *Their plows are made from plate steel highly tempered.* Their extreme hardness after being tempered, renders them susceptible of a high polish which will shed the most difficult soils in which it is possible for a plow to scour.

We may mention the "Wrought Frame Fürst & Bradley Sulky Plow" as a standard favorite with farmers. Indeed, all implements in which they deal are universally accepted as the superior grade.

Correspondence will receive immediate attention.

C. FÜRST,

President.

D. BRADLEY.

Treasurer.

J. H. BRADLEY.

Secretary.

❖ WHOLESALE ❖ MILLINERY ❖ EMPORIUM. ❖

THE moving mania of the Spring of 1879 did not besiege the magnificent and lovely collection from foreign and home markets that is embodied in *the best selected stock of millinery in the West*. We use the expression as a *permanency*. Neither seasons nor between seasons seems to effect the fact that the supply is new, novel, attractive and varied. However, we may add that in the dawn of a season, the display is bewildering.

We found *the* emporium at the same location,



CORNER OF WABASH AVENUE AND MADISON STREET,

but it had been beautified and embellished by the fresco artist's skill. It had caught the inspiration of a Spring-time new garment, and had donned delicate tints in walls, and appropriate symbols in colors most charming. It was but just, we observed as we glanced admiringly from wall to cornice, and from cornice to ceiling, and then upward yet through the rotunda, that this

LEADING MILLINERY HOUSE OF THE WEST,

should thus welcome its army of patrons and friends.

We feel confident no house in the same line has so largely extended its business, so rapidly gained friends, as the one we represent.

GAGE BROS. & COMPANY,

have been identical with the commercial interest of the western metropolis ever since Chicago first dared assert its prestige in the great West. Indeed it has aided the city in gaining a trade reputation, as has every honest representative commercial interest that has attracted hitherward patronage and business.

This house maintains the most untiring energy in searching all markets for the latest, the best, and the most beautiful goods. Its buyers are constantly busy, heralding all changes speedily to headquarters. Thus a full and complete stock is always in readiness for the Western trade. This the public has already learned. The Eastern market is no longer thronged with Western buyers. They pause in Chicago, saving time, money and strength. It has been amply proven in the past that whatever the markets of the world afford, may be found in Chicago, and there is nothing in Chicago in their line but Gage Bros. & Co. keep a supply—their *especial care in selection and variety giving them the superiority.*

The prudent, and consequently prosperous milliner, has a wise and very anxious regard for PRICES. An acquaintance and business experience with this firm, is conclusive that it desires but a just market rate for its goods. It is daily apprised of market fluctuations, and it has followed out the rule of dealing justly thereby with its patrons. As a firm, Gage Bros. & Co. are brave enough to venture sufficiently to bring to Chicago the *first products* of Parisian and foreign markets. They do not tarry doubtfully in the wonderment whether they “will sell” until they have been tested “East” or somewhere else. They are strong and brave, but never reckless, as they have never failed to reap reward and favor by this confidence in the Western trade. They do not believe it is outranked Eastward.

We observed an original and new feature in the pattern hat department. Gage Bros. & Co. have always been noted for the number and variety of their imported French hats and bonnets. They have, at great expense, imported direct, the most attractive styles. They have always secured the latest shapes, the most harmonious and artistic combinations, the most delicate blendings. They are fully aware that these imported hats, with the prices that must necessarily be attached to them, are not suited to the trade of many of their patrons, who at the same time command a superior patronage. They have therefore united skill and experience, and they now produce what we may designate American-French hats and bonnets, which are such exact repetitions of the original copy that none but an expert can detect the difference. Thus all their patrons can secure these lovely designs at prices they can afford. This plan is quite new with Gage Bros. & Co., inasmuch as the designs are not as is usual—*Americanized imitations.* They are as we stated—*repetitions.*

The hat and bonnet floor is an emporium of itself.

In materials, the assortment is even more varied than ever. The grade of their black velvets has gained a popularity that is so widely extended that any encomium of ours would be called the “old story.” In colored varieties, in silks and satins, they have all the new tints and shades and colors. In ribbons, all the new qualities and designs. In those filmy, billowy fabrics, that will forever and forever enhance the millinery art, or so long as womankind will require this aid—they are abundantly supplied. Feathers and tips are as perfect as ever, and the stock as varied and complete.

Gage Brothers & Co. inaugurated a new era in the floral department. They import the French material and they manufacture French flowers. They have been eminently successful in this respect. Every leaf, bud and blossom seems but an echo from nature. For those who may desire the flowers that are fashioned in France, they have a full assortment. In this department, as in all, they have all varieties.

The notion and novelty department is absolutely complete. It is a vast and elegant "curiosity shop." In all those little ornaments that add not only to the millinery art, but to the general attractions of the toilet, the selection is complete. We believe we have heretofore mentioned the *Millinery* trade only. It has so happened that many other dealers have become aware that in novelties they can find a larger and better assortment at lower prices than in most wholesale Dry Goods Houses.

We may also extend the same assertion to the CORSET DEPARTMENT. In the beginning, Gage Brothers & Co. added this branch to their business as a convenience to their patrons, and to ensure to them a standard grade. It has so extended in favor that the demands made upon them have necessitated facilities for the manufacture of many varieties of standard make. To meet their orders they have engaged the most experienced ability, and have at present a large force employed in their manufacture. In our tour of investigation, we believe the *greatest* CURIOSITY we encountered, was in the *order department*. Not so much in the number of letters calling for goods—although we might term these mail orders a little post-office of their own—as in the contents of the majority. Our first attention lingered over the vague idea conveyed by the "directions." Evidently, goods were desired, but just what quality, shade, &c., &c., was so completely oblivious that we drew a conclusion that the House was left the unpleasant task of doing "*the best it could under the circumstances.*" This would naturally involve a vast amount of trouble, and the dealer would probably be occasioned some disappointment in not receiving just what was desired, and might also lose some profit by the delay. At the risk of having our inquisitiveness *overrated*, we made inquiry. We discovered that this lack of *precision* is a prevailing fault. *We would suggest to all those sending mail orders, the greatest possible care in stating exactly what is required.* BE EXPLICIT; BE CONCISE; BE RIGHT. It is not *one* of these visionary epistles that waft to the House, but hundreds daily. The consequent annoyance may be comprehended more vividly perhaps, by those receiving goods that have been thus mistily ordered, as they generally return them.

This proceeding is an injury to the retail dealer, who loses trade by the delay, and a serious one to the Wholesale House, as the goods reach it in a damaged condition generally, which is an addition to the necessary expense. *For the comfort, peace and profit of everybody concerned, we must suggest extreme caution in mail orders.* It is best to send samples if possible, if not, to send as nearly as one is able, stating in graphic words what difference may be allowed. Gage Brothers & Co. have everything in their line that can be procured, and send promptly when they can find out what is wanted. They propose to make this mail order business perfect, but we cannot understand how they can until those sending will do their part as well.

They do not expect their patrons to buy all that is requisite to last from one market time to another. They believe the retail trade in all towns may be largely increased, the interest kept active, *by presenting new attractions.* They therefore keep their buyers out constantly, that they may glean the *latest*, and thus relieve the monotony of the stock that in every retail establishment becomes almost useless. It is better by far to buy and sell and buy again, than to allow the stock to fall under the ban of "*old.*" Not to incur the expense of a trip to market, there must be confidence that the wholesale house will consider the interest of the patron.

OTTOMAN CAHVEY COMPANY,

A. H. ADAMS, Pres.



W. A. ADAMS, Sec. and Treas.

THE absolute luxury of coffee is the richness of its aroma. The more perfectly this is preserved, the more nutritious and delicious is the decoction. The process of roasting, whereby coffee must be prepared, unfortunately causes a loss of from twenty to thirty per cent. of this aroma, besides a sixth of its weight. These facts induced the Ottoman Cahvey Co. to commence a series of experiments for the purpose of discovering, if possible, a process of roasting and grinding whereby this important and serious waste and deterioration might be obviated.

The present reputation of the Ottoman Cahvey Co., and the public favor it receives, is ample evidence that it succeeded in achieving the desired success in securing the most satisfactory results. Indeed, their most sanguine anticipations were far surpassed by their practical achievements. Their process not only retains the volatile properties of the coffee, but also destroys those pernicious qualities that preclude the use of the beverage by many persons, on account of the delicacy of their nervous system. The Ottoman Cahvey Co. have entirely overcome this difficulty. They have succeeded in giving the public THE RICHEST, THE MOST HEALTHFUL, AND THE MOST ECONOMICAL COFFEE IN THE WORLD. It is no longer an experiment. *It is used in 4,000 hotels, including the best in the country.* It is also used in over 3,000 public institutions.

Merciless and even criminal adulteration has become proverbial of this age. The *Ottoman Cahvey* may well indulge in self-congratulation and no small degree of pride that their coffee is enthusiastically endorsed by the medical faculty. They are constantly in receipt of the most flattering encomiums and testimonials from the most prominent physicians in the United States. It is not surprising that this coffee has to a large extent been counterfeited by irresponsible and unprincipled individuals, who will practice any nefarious method of obtaining profit, at the money and life expense of the public. The Ottoman Cahvey coffee has attained an intrinsic value. It has become a *necessity*. Hence the vile attempt to accumulate capital by palming off a most wretched mixture as the *celebrated Ottoman Cahvey*. The public and the company should be secured against these fraudulent practices. We call particular attention to the given cut of their trade mark, which is on every genuine package. The company has expended much time and money in protecting their goods and the public. Their buyers are constantly in the market, securing the best berry coffee, from which they prepare the *Ottoman Cahvey*. Experts are also watching the market to prevent imposition upon the public by these vile imitations, prepared by criminal adventurers.

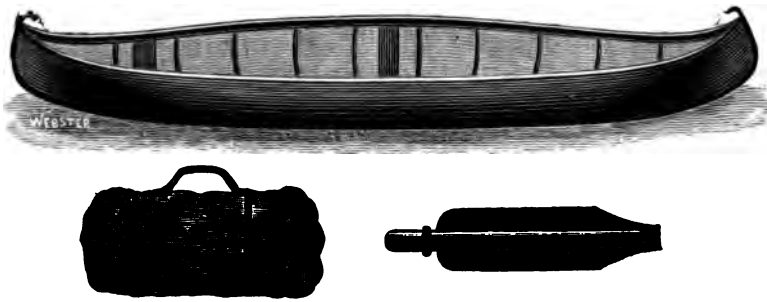
The ONLY office of the ONLY Cahvey Co., is located at No. 56 La Salle street, Chicago, Ill.

To Tourists, Sportsmen, Surveyers, and Others.

A Most Novel and Useful Invention.

THE *canoe*, according to our best authority in defining the English language, signifies "a boat used by rude nations, formed of the trunk of a tree, excavated by cutting or burning." It is impelled by a paddle instead of an oar. Again, the meaning of "a boat made of bark or skin, used by savages," is implied. "The Indian canoe" was used by the American Indians, and from historical accounts, by the early inhabitants of the British Isles.

Recently, enlightened people have discovered the superior ability of the canoe, as adapted to hunting, fishing, surveying and exploring expeditions. Our attention has been called to the most unique, convenient and meritorious invention in the way of a boat, especially designed for the use of sportsmen, surveyors, tourists, &c., and called



THE AUDUBON FOLDING CANVAS CANOE.

And, like all who have examined it, our surprise was followed by admiration of its simplicity and practical utility. The novelty of the idea, and successful demonstration renders it of general interest, and we give space to an engraving representing the canoe when ready for the water, and also giving the appearance of the same when folded for transportation. Our curiosity prompted us to investigate this water-transportation-convenience, that can be packed in a trunk or carried as a bundle. We could hardly credit the statement that one could float over the waves in a veritable "fairy boat."

The patentees and manufacturers, Messrs. W. W. Barcus & Co., of our city, claim it to be without doubt the best boat for the purpose intended ever made, being durable, light, easily folded, and transported safely. The material is of strong canvas, rendered perfectly waterproof. It can be folded or unfolded without the use of tools.

For Tourists, this novel invention is eminently valuable, and we recommend all contemplating tours wherever water transportation may be necessary, to obtain full particulars and description of

W. W. BARCUS & CO., 159 STATE ST.,
CHICAGO, ILL.

HARDWARE, CUTLERY.



ONE of the most prominent and extensive branches of commerce, is that connected with the products and manufactures of iron. The people of the United States, with their keen appreciation and skill in utilization, have not only won the appellation of "The Inventors of the World" but the "Geniuses who make use of everything."

→ HIBBARD, SPENCER & CO. ←

Located at Nos. 28, 30 and 32 Lake street, most fully demonstrate this in their large and complete stock that includes everything in the hardware line. Their collection of *Agricultural Implements* is pronounced by experts to be most perfect in quality and the lowest in price, including all labor-saving machines and aids that are first-class in workmanship and the results they secure. Although this experienced, well established and popular firm are well known to be just in prices, they have never yet adopted the method of dealing in inferior qualities. The hardware trade affords an exceedingly good field for the trade speculator who takes advantage of a lack of proficient judgment on the part of buyers. The grade of iron and steel may be most adroitly covered, and thus the market in these days is flooded with iron and steel products that are manufactured to sell and not to wear!

Hibbard, Spencer & Co. carry the principle through all their branches of business, of dealing only in superior qualities. In *cutlery*, they have several special brands that possess most superior recommendations. We may also add that their designs are most beautiful and unique. Probably no hardware firm in the West has such a large and extensive trade in *Barb Wire Fence*. They have made a principle of *adopting nothing inferior*, and they have thus always been assured of success.

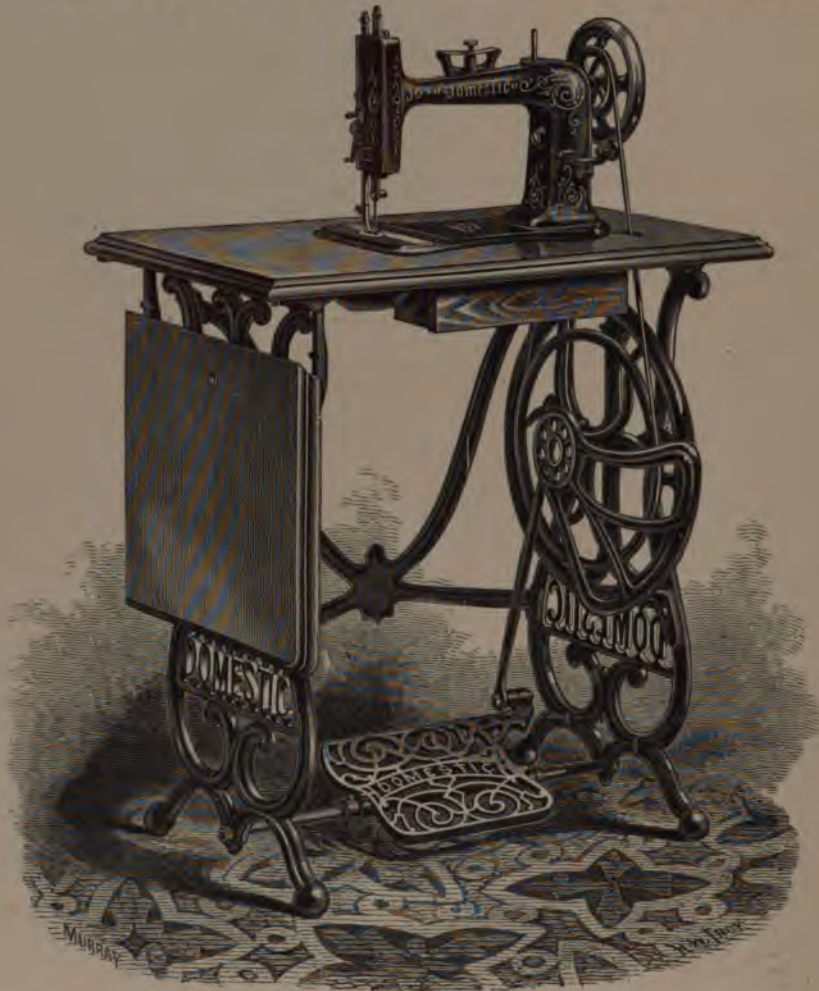
Prices and information will be furnished on application.

"IT STANDS AT THE HEAD. THE LIGHT-RUNNING DOMESTIC."

Domestic Sewing Machine Co.

FRANK B. HINE, Manager.

180 State Street.



WHEN the genius of invention first became interested in the accomplishment of "sewing work," it produced a strong, even stitch that answered the requirements of securing the desired result. The machine was prominently the means to reach this success, its construction being crude. Following this attainment of the purpose were improvements and devices to widen its scope of execution, and to facilitate the working parts of the machine. It was obvious that a sewing machine was for the public generally. It could not be an accommodation only for those who might find delight in a complication of scientific principles. To be available, it must *sew* without any vexatious preludes. Many attempts proved failures, and half failures that have struggled along from year to year, because they required more time to be kept in repair, one part or the other being at variance with the science of the rest—that it does to keep the family sewing up to date. Again, others require too much

labor in the running gear. They are durable machines, and they sew well, and they may be readily understood, but they insist on too much human-power to move them. Neither must a machine be so excessively simple that it is portable property to the extent of being carried in a "hand-basket" and pinned to a table to catch over stitches that may be undone as fast as they are accomplished.

From all rational considerations, from all THE PRINCIPLES OF SCIENTIFIC COMMON SENSE, WAS DEDUCED

THE DOMESTIC SEWING MACHINE.

It has been thoroughly tested, and it has merited the appellation of "Queen." Its sales have increased enormously each year, from the simple fact that in every family or manufactory where a DOMESTIC has been in use, the highest recommendations have been given it to all those interested or making inquiry. *The truth is, if the Domestic has even half a practical opportunity, it will sell itself!* It is self-regulating, under reasonable circumstances, and combines the sterling merits of simplicity and facility



of adjustment in the tension of the thread and the setting of the needle—two points that womankind consider with intense anxiety. Away and away runs this DOMESTIC, silently, easily. Like the most faithful and efficient, it makes little parade while it accomplishes much. Its feed is strong and precise, adapted to thin or thick cloth, and uneven or rough places. It has a straight needle, which ensures strength, and a shuttle that is self-threading and carries a surprising quantity of thread. It is never "out of time," since its needle-bar and shuttle are not given to the least change of relationship. *Its needle movement is perfect.* The shuttle has none of those vexatious and nervous little hitches and twitches that many a woman has grown desperate over in other machines. It is even, accurate, *always right.* In less than a year the *Domestic* has added thirteen improvements. We must not omit THE UNDERBRAIDER. It is not an attachment; it involves a peculiar construction of the machine. It does not interfere with the ordinary use of the machine for general purposes, and adds ease, beauty and perfection to the work of braiding. *The Domestic is always ready for work.* It produces an *unsurpassed lock-stitch, and its action is light and easy, with no clogs to rattle and no cams to rub.* IT IS A FAITHFUL, GRAND MACHINE, and merits twice the brilliant success it has already achieved.

→*CHICAGO SHOT TOWER CO.*←

→*E. W. BLATCHFORD & CO.*←

E. W. BLATCHFORD, President.

C. F. GATES, Treasurer.



←(STANDARD SHOT.)→

THE aim of this company is to manufacture an article of shot unsurpassed in roundness, solidity, perfection of polish, uniformity of size, and accuracy of weight.

The Chicago Shot Tower is the most perfect and important establishment of the kind in the West. It was built in 1867, and is 206 feet high. At the base it is 28 feet in diameter within, tapering upward to a diameter of ten feet at the top. A winding staircase and an elevator furnish access to the top, where melted lead is poured from pans, nearly 200 feet, through a wooden tube, separating and hardening as they fall into a huge receptacle filled with cold water. The company manufacture eighteen regular sizes of *Drop Shot*, and eight sizes of *Buck Shot*, besides the *Trade Ball*. This shot merits the encomiums pronounced upon it by the expert judges of America.

The *Chicago Shot Tower Company* employ the most skilled workmen and adopt the most scientific principles in their manufactory. They are ever eager to advance the interests of their trade by investigating new theories, and being the first to introduce improvements. They have spared no expense in making the shot they produce *the best in the market*. Their success is proven by its acceptance by all prominent sporting clubs as *THE STANDARD*.

Regarding prices, dealers should send for the regular rates, and thereby satisfy themselves it is to their advantage, in all respects, *to secure the best*.

They have also a full stock of Lead Pipe, Sheet Lead, Bar Lead, Pig Lead, Block Tin, Pipe and Solder, &c., &c.

Location, corner of Clinton and Fulton Streets.

CHICAGO WHITE LEAD & OIL COMPANY.

E. W. BLATCHFORD, President.

C. F. GATES, Treasurer.



ON the corner of Fulton and Green streets may be found the establishment belonging to the above-named firm, and where they manufacture to the satisfaction of the trade, the products in their line. This firm has gained the reputation for PERFECTLY PURE WHITE LEAD, of superior body, whiteness, fineness, and durability. Their own improved process and manipulation in grinding, enable them to produce an unsurpassed article. They also have a full line of COLORS IN OIL, of a degree of excellence unequalled by any in the market. The genuine colors are strictly pure, and are of a degree unequalled in the market for fineness and excellence. This company also manufactures THE FINEST, THE MOST DURABLE, THE BEST AND THE CHEAPEST RAILWAY PAINT IN THE WORLD. Every ton of it run through a blast furnace will yield more than a half ton of pig iron. No other paint made will yield an ounce of pig iron under similar treatment. It will not rust, and is ground by this house, in *extra strong kettle boiled oil, of their own manufacture*. They also produce Putty that is unsurpassed in the market, the price always as low as is generally demanded for inferior qualities. It is therefore no economy for dealers to purchase the lower grades. The whiting used is the "Gilders," perfectly free from sand or grit. This putty is also guaranteed to be made with pure linseed oil of their own manufacture. Their brand of *Standard Commercial* is well known to the trade as being finely ground, soft, pure, light colored and easily worked. The company has a full stock of the best *Italian Filling* and *Italian Whiting*. Their Cottage colors are of most excellent quality, of beautiful shades, prepared with *oil*, and suitable for inside or outside painting.

→*THE COATES HOUSE, KANSAS CITY, MO.*←

→*K. COATES, Proprietor.*←

THE MOST ELEGANT HOTEL WEST OF CHICAGO.

THE Tourist to Colorado will find in Kansas City one of the most elegantly appointed hotels in the country. To pause here a few days is a most opportune occasion to investigate one of the active cities of the United States, besides relieving the monotony of a long journey and securing the comforts of a superior hotel during that time.

The Coates House is universally acknowledged to be the largest and most elegant west of St. Louis, possessing all the modern appliances which in anywise can contribute to the convenience and comfort of guests.

It is the only hotel in the city heated by steam, or which contains a Western Union Telegraph office.

The halls and rooms are laid with elegant, beautifully designed Axminster and Body Brussels carpets. The sleeping-rooms are large, well ventilated, newly and richly furnished.

The walls are most artistically painted in oil, in harmonious colors and tints.

The dining-rooms are perfectly ventilated, conveniently and neatly arranged, and will conveniently seat 200 guests.

Bath-rooms, with hot and cold water, for ladies and gentlemen.

A hydraulic elevator has been added to the conveniences of the house.

THE ABORN HOUSE, DES MOINES, IOWA.

→*G. B. BROWN, Proprietor.*←



THE State of Iowa is enterprising and progressive—*so is the Aborn House*. It believes in rendering the public as comfortable as possible. It is most conveniently located, being but a short distance from the railway depots, and directly in the business portion of the city. It is, moreover the only first-class hotel in the city.

C. F. WIGHTMAN, Chief Clerk.

WILLIAM ANDERSON, Night Clerk.

INCORPORATED 1870.

The American Store Stool Company

OF CHICAGO

A. T. SEARS, PRESIDENT AND TREASURER.

J. FIGEL, SECRETARY AND MANAGER.



THE west is characterized by beautiful and solid business structures. In many of her cities may be found veritable commercial palaces. Not only is the exterior artistic and grand, but the interior is in direct harmony with elegant and convenient finishings and belongings. The American Store Stool Company, of Chicago, is prepared to furnish its part of these interior elegancies. It has in stock over three hundred varieties of stools, all of them admirably adapted to general use, well finished and THE BEST GOODS IN THE MARKET IN THAT LINE. These stools combine all the latest improvements with durability and elegance. Stools will be manufactured for special purposes, according to given orders, retaining these improvements.

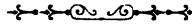
Full descriptive and illustrated catalogue and prices sent on application.

The gentlemen of this firm have added to their stock a line of accessories that are demanded in the general store belongings. The revolving print stand holds an entire case of prints or dress goods, the style of each piece being so displayed that it need not be removed from the shelf to exhibit it to a customer. They also have in stock, Danner's Revolving Book Case, which is exceedingly popular. This case is durable, and obviates the annoyance of rising to reach high book shelves. Lawyers, physicians, clergymen and business men have found them so convenient, they have been manufactured in parlor size.

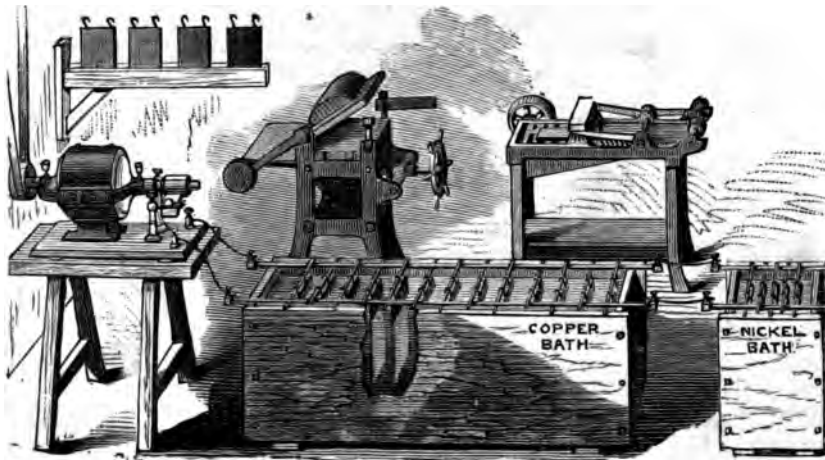
The American Store Stool Company, of Chicago, solicits the attention of the public, and guarantees satisfaction to all its patrons.

Principal office, No. 116 Washington street, Chicago.

→*ELECTROTYPING,*←



IN this age of progress, we not only adopt all mechanical aids whereby labor may be facilitated, but those methods which benefit and render more obtainable, by the public generally, the results of art and science. Electrotyping and Stereotyping may be designated as a combination of mechanical skill, art and science. Our readers will comprehend our meaning, when we remark that in Chicago we have this work executed in the ordinary manner, and again, it is a faithful and accurate reproduction of a wood engraving, blank forms, book pages, &c., &c., being clear, accurate and perfectly finished. Our own experience, and that of many others, induces us to mention the firm of



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WHERE are many firms who make a business of printing. They execute their work to the best of their ability, and the material they have in their establishment. Printing is not simply mechanical work, *it is an art*, and the public has learned that it must be executed as such to gain for it the desired result. In preparing THE GUIDE we governed ourselves accordingly. *We secured the best printing talent in Chicago.* We believe our readers will discover this for themselves as they glance over our pages. Much anxiety and an endless amount of trouble has been spared us, by the knowledge that MESSRS. DUNN & HEGGIE would bring our pages from their press elegantly arranged and perfectly printed. They have not only a natural adaptation to this work, but their wide experience enables them to use the best judgment, and to add all those charming embellishments that enhance the attraction of all publications. Moreover, they employ only the best workmen. Again, in that nice discrimination required to print illustrations, wood cuts, &c., they have no peer. We will proceed yet further, and remark that DUNN & HEGGIE have no worn out type and dilapidated material that many other printers decide "will do." THEY USE ONLY THE BEST MATERIAL.

For the elegant appearance of THE GUIDE, we are under obligations to them. For their patience and courtesy during its publication, we desire to add another kindly tribute. We believe our patrons and readers will find it greatly to their advantage to follow our example, and trust whatever printing they desire or may require to the firm of DUNN & HEGGIE. We are aware the subject of *prices* is a prominent one in all business transactions. This firm furnishes the very best grade of work of all descriptions at lowest rates. Office No. 202 Clark street, Chicago.



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Editorial Appendix.

The Publishers of *The Guide* desire to express thanks for the encouragement they have received which has assisted them to produce a volume they trust merits approval. We are aware its pages represent only important interests, and to do them justice, the entire publication must necessarily be superior. The kind words and "best wishes" that have drifted to us daily, have materially aided us. We have appreciated them all. *For the tangible encouragement* that has been instrumental in assisting the *practical* part of our work, we sincerely hope we have rendered a due return. We propose to maintain our book as we began—on the basis of reliability. We are confident of success because we intend to adhere to the principle of mutual benefit. We ask no exorbitant prices for our pages. *We desire but just rates that will enable us to accomplish our work well at a reasonable profit.* We publish books to be circulated, and enough of them to cover the specified ground—not simply a few that we carry about with our "contracts." We invite investigation from all interested.

DURING THE MONTH OF MARCH, 1880, WE SHALL PRESENT TO THE PUBLIC YET ANOTHER GUIDE PREPARED WITH EXTREME CARE. WE GUARANTEE IT TO BE QUITE AS WELL GOTTEN UP AS THE ONE OF 1879, AND AS MUCH BETTER AS OUR BEST EFFORTS WILL MAKE IT. PATRONAGE AND INVESTIGATION SOLICITED FROM ALL FIRST-CLASS ENTERPRISES. We may venture a hope that those intending to place their business prominently before the public will consider whether it is better to invest the same amount of money in a well circulated, honest medium, or in one of inferior quality grounded only on speculation, many of which are published in Chicago every year.

Very respectfully,

THE PUBLISHERS.

CHICAGO, ILL. { Office, 52 and 54,
 { No. 116 Washington street.

BOOKS MAY BE OBTAINED AT THE ABOVE SPECIFIED OFFICE. Sent to all parts of the United States and Canada on receipt of \$1.00.

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